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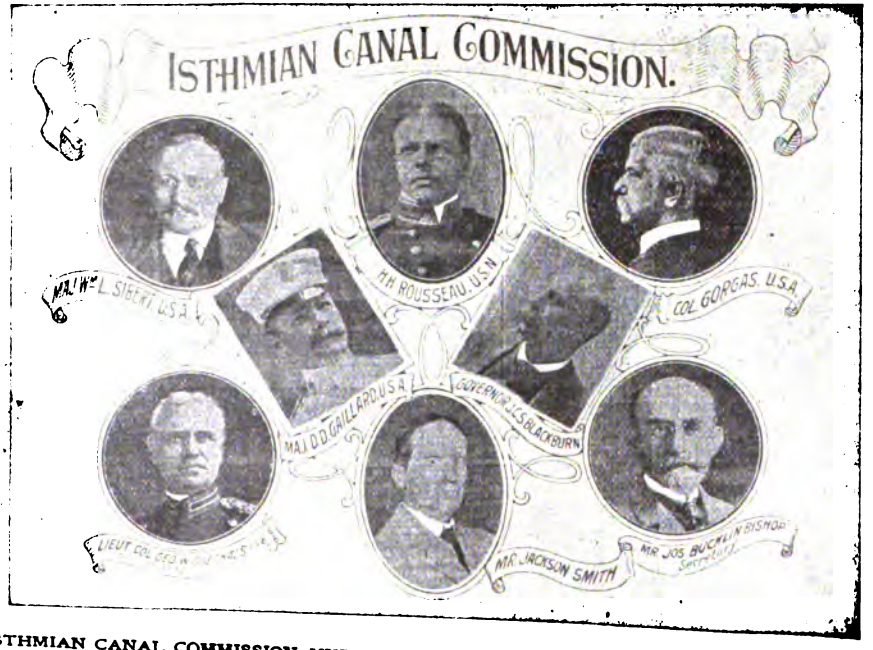

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CANAL ZONE PILOT

GUIDE TO THE

REPUBLIC OF PANAMA

AND

CLASSIFIED BUSINESS DIRECTORY

EDITED BY

WILLIAM C. HASKINS

PUBLISHED BY

A. BIENKOWSKI

Ancon, Canal Zone and Panama, R. P.

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THE PUBLISHER'S ANNOUNCEMENT.

In submitting this, the first edition of the *Pilot and Guide*, the publisher does so, with the firm belief that it will meet with the approbation of its readers. He has departed somewhat from the beaten path of this class of books for the express purpose of meeting an insistent public demand, that of a work that will enable people interested in Panama and the Isthmian Canal to gain a clear and adequate conception of what has occurred, and is now taking place. Books have been published, and some of them very good ones, on various phases of Isthmian history and events, but the publisher has tried and believes that he has succeeded in massing more "meat of the Isthmian cocoanut," than has ever before been printed between the covers of a book whose title page bears the well known name of "Panama."

To accomplish this end has been no small task. It has been a case of book-building from the ground up. Information and facts had to be hunted out of musty

nooks and corners, and as much of the information could be obtained only from Spanish books and documents, careful translation was necessary. Where possible, the workers on this book have gone back to the times when the historical incidents were in the making, and in the case of later events, to see and talk with people who were on the spot and knew personally of the occurrences related. Mistakes may have crept in; a book covering a scope of four hundred years would be a positive wonder without any, yet the publisher believes that the authenticity in general of the information herein contained will stand the test.

The workers on this volume realized that its readers will embrace many different classes, therefore anecdotes and incidents, all strictly true, have been introduced to illustrate a little of the humorous, and also, of the tragic side of Isthmian history. Another earnest effort was made to bring the book down to the year of Our Lord, 1908, and the work in this respect speaks for itself. It is the only publication now in print that covers the recent and very important change in plans at the Pacific end of the canal, and of the decision to widen the canal locks; it is the only work that contains a continuous narrative of the great Isthmian waterway since it has been in American hands, and it is the only book that gives the story of the circumstances leading up to, and culminating in the secession of Panama from the Republic of Colombia from every point of view. There has been no attempt to "throw cold water," or disparage, but rather to present the information in a wholly dispassionate and matter-of-fact way. The publisher and his assistants however, believe that in reviewing the past three years of canal history, supported

by facts and figures, and by a personal knowledge of the general situation, the book will serve a purpose in dispelling and dismissing many a doubt and delusion that may have existed, or may still exist in the minds of some, regarding the extent and progress of the canal undertaking.

A work of this kind necessarily involves considerable outside assistance. The publisher takes this occasion to thank the many who have contributed to the book by affording all information that lay in their power. He is especially indebted to the members of the Isthmian Canal Commission, Panama Railroad officials, Mr. W. G. Tubby, Mr. H. G. Prescott, Don Jose Augustin Arango, Don Ricardo Arango, Don Ricardo Arias, Don Melchor Lasso de la Vega, Don E. T. Lefevre, Don Samuel Boyd, Senor Donaldo Velasco and others. He is also indebted to The Star & Herald Co., Mr. J. Gabriel Duque, its Director, Mr. Carl von Lindeman, its Manager, and its staff of employes for the excellent typographical work on the book, as well as to the management for the opportunity for research afforded by the early files of the paper. Cordial thanks are also extended to Senor Guillermo Andreve and Senor Donaldo Velasco for the loan of several half-tone illustrations appearing on the pages of the *Pilot and Guide.*

Just a word to the advertisers. Your confidence was invited, and although you made it known to the publisher that you had often been fooled in the past, notwithstanding the prospectus of the present work attracted your attention. The publisher believes he has kept faith with you in every respect. It is seldom that a work of this kind opens its pages to advertisers, in fact, had such an oppor-

tunity been afforded in the United States, advertising agencies would have taken every available inch of space. The publisher thanks you for your patronage and trusts that the 1909 edition will see you again represented.

The Publisher.

THE CASTLE OF GOLD.

The famed Cathay of Columbus' dreams led that daring, but disappointed navigator to make a fourth and final attempt in the year 1502, to discover a short sea route to the East. After being buffeted about for days by contrary winds in the Caribbean Sea, his small and leaky boats threatening to go to the bottom at any moment, he at last sighted land in the vicinity of Cape Gracias á Dios, Nicaragua. Doubling this cape on the 14th of September, in the year above-mentioned, he landed and explored a region to which he gave the name of Cerabora. Here he ran across numerous specimens of gold ore, and by questioning the Indians, ascertained that the precious metal existed in large quantities in a district to the east of there called Veragua. He secured numerous ore samples, and obtained a rough description of the mines.

Continuing his voyage, he sailed along the coast of what is now Costa Rica, and Panama, passing on his way the famous Chiriqui Lagoon in the Province of Bocas del

Toro, called by the Indians, Aburema, and which quite deceived Columbus for a time into believing that he had at last discovered the much sought for passage. While voyaging down the coast he encountered numerous storms which imperiled his boats, and on one occasion forced him to seek shelter at a small island. Here he found fruits, fish and game in abundance, which led him to give the place the name of Puerto de Bastimento, meaning a place of supplies.

After a few days' rest at this point, Columbus organized a small expedition, and on the 23rd of November left the haven, but was obliged to put in to the coast again three days later owing to a tempest which narrowly came to swamping his ships. This place he aptly termed Retrete, meaning a place of retreat. Here he stayed until the 5th of December, when he decided to turn back over his course. He kept a westerly direction for fifteen days, which brought him on the 7th day of January, 1503, to the mouth of a river called in the Indian tongue Quiebra, but to which Columbus gave the name of Belen. This river to-day forms the natural boundary line between the Province of Colon, and that of Veraguas. Towards the interior could be seen a broken mountain range which Columbus named San Cristobal. Near this spot, a short while later, the Adelantado D. Bartolome Colon, founded the first establishment on Isthmian soil, but it did not endure long, being destroyed by the Indians under a chief named Quibian.

At this point Columbus again changed his plans and sailed back toward the east, stopping at the present site of Porto Bello (1), and going as far as the islands in the Mulatto Archipelago, which lie in the Gulf of San Blas. After some further journeyings back and forth, ever on the look-out for a natural opening in the barrier before

(1) Variously spelled Puerto Belo, Portobelo, and Porto Bello.

him, he decided to return, the bad state of his ships, making such action imperative.

History credits Columbus as having first set foot on the soil of what is now the Republic of Panama, on November 2nd., 1502, somewhere in the vicinity of the Chiriqui Lagoon. Thus we have two important dates in Isthmian history nearly coincidental as to the day and month; the discovery, and the declaration of independence of the Republic of Panama, Nov. 3rd., 1903.

"In the Name of God."

Accounts of the newly discovered country, and the samples of gold having in due time reached the court of Spain, the fanciful name of Castilla del Oro, or Castle of Gold was conferred upon all that region extending from Cape Gracias á Dios, to the Gulf of Urabá, and in the year 1510, Diego de Nicuesa was sent over from Santo Domingo to govern it. He took along with him colonists to the number of 700, but during the voyage a tempest arose, wrecked some of his ships, and caused the loss of 400 of his men, while the others were in desperate straits. In the tempest the ships became separated and some of them reached the coast near the mouth of the Belen River, while others brought up at the mouth of the Chagres River. After collecting his men, Nicuesa left the Belen River and went to the port of Bastimento, and when he had doubled Manzanillo Point, he shortly landed and said: "We will remain here in the name of God." This was the site of the town of Nombre de Dios, called into prominence at the present time chiefly from its having been one of the earliest settlements on the Isthmus, and ono of the most unhealthful spots in Panama. In this enterprise Nicuesa perished miserably along with the bulk of his followers.

Before Nicuesa's time, two other hardy navigators had added considerably to the store of knowledge concern-

ing Spain's new possessions. One of these, Rodrigo de Bastida, headed an expedition that visited various parts of the Spanish Main, and discovered in 1501, a year in advance of the arrival of Columbus, that part of the coast lying between Cape Tiburon, on the Gulf of Urabá and the port of Retrete. The other, Alonso de Ojeda, explored the whole northern coast of South America, and gave the country adjacent to the Gulf of Urabá, the name of Nueva Andalusia. He founded a town in the eastern part of the Gulf, naming it San Sebastian. He grew tired of the resistance offered by the neighboring tribes of Indians and very soon abandoned the colony, leaving his lieutenant, Francisco Pizarro, afterwards famous as the conqueror of the Inca empire, in possession of the place. Ojeda later distinguished himself as the founder of several places in Venezuela.

The Story of Balboa.

Many a child at school has fallen down on a hard history lesson, but rarely a dullard so great as to fail in the recital of Balboa's exploit. History accords it but a brief mention, albeit it is entitled to second place in the New World discoveries. Balboa fared forth adventuring at a comparatively early age. At 25 he voyaged with Bastida to the Spanish Main, and on his return to Hispaniola, the Hayti of the present day, he took up the pursuit of agriculture. His bent did not at all lie in this direction, and his principal harvest was a lot of bad debts. To escape these, and an occupation distasteful to him, he concealed himself one night in a cask, and bribed some of the crew of a ship lying in the harbor to take the cask on board. This ship happened to belong to an expedition commanded by one Bachiller Enciso, then fitting out for a voyage to the South American coast. Balboa was at this time a man of very pleasing appearance, and later, when at sea, his presence on board became known, he

made such an earnest appeal to the Commander, that the latter reversed his earlier decision to throw him overboard. Balboa's representations of the richness of the country, and the fact that he had been there before in company with Bastida, led Enciso to head his course for the Gulf of Urabá, and the colony of San Sebastian. Before reaching the mainland one of his ships became wrecked and through this accident, lost all the horses and pigs he had brought with him. Still greater misfortune awaited the expedition, for on its arrival, the town of San Sebastian was found to have been burned by the Indians, and the colonists that were there scattered.

Balboa, nothing daunted, promised Enciso that if he would accompany him, he would take him to the western shore of the gulf, where another town could easily be founded, and where the Indians did not use poisoned arrows. The offer was accepted, and together with their men they marched into the territory of an Indian chief named Cemaco, whom they defeated and took prisoner. At the town of this chieftain, they founded Santa Maria la Antígua del Darien, in honor of the celebrated image at Seville, Spain. This place is noted for its having been the site of the first Episcopal See, and the oldest church on the American continent. Enciso was at the head of this new colony, but it did not last long owing in a large measure to an interdict received from the Crown of Spain prohibiting the traffic of gold with the Indians. About this time, too, Balboa and Enciso had a falling out, and the former, gaining the ascendancy, sent his fellow-explorer back to Spain in irons.

Balboa Seeks the Temple of Gold.

The whole country of the Castilla del Oro was now in Balboa's charge, and one of the first of his acts was to despatch Pizarro to explore the interior. About the same time he sent out a company of men to collect the sur-

vivors of the ill-fated town of Nombre de Dios. He then took the field against the Indians, first capturing and imprisoning the chieftain Cuareca along with his family, and afterwards pillaging the lands of an Indian chief named Ponca. This brought him and his men to the territory of another Indian chieftain named Comagre, at that time probably the most powerful chief in the entire Darien region. Comagre lived in a state of magnificence, and had the mummies of his ancestors enshrouded in rich cloths, adorned with pearls, precious stones, and ornaments of gold. Although he had 3,000 warriors at his call, he received Balboa peaceably, and gave him the freedom of his domain. Comagre's eldest son named Panquiaco became very friendly with Balboa, and besides presenting him with 4,000 ounces of gold, and 60 women slaves, taken prisoners in battle with neighboring tribes, gave him the information that back of the line of mountains that reared their tops in the dim distance, was a nation very rich and powerful, having ships with sails like the Spaniards, and using vessels of solid gold. He also told him of a temple of gold called Dabaibe, situated forty leagues from Darien, on the banks of a great river, emptying into the Gulf of Urabá (1). In the aboriginal belief, Dabaibe was the mother of the Deity, which dominated the elements, and created the sun, moon, stars, and all things good.

Balboa's cupidity was greatly aroused by these tales, and returning to Santa Maria, prepared for an expedition in search of the golden temple. It is evident that at this period Balboa placed some credence in the Indian's tale of "ships with sails," but had more faith in the existence of a temple of gold. It is quite likely that this temple had reference to the treasure house of the Inca emperors at Cuzco, an account of which, more or less distorted, might easily have passed from tribe to tribe until it reached the Darien.

---

(1) The Atrato River.

His expedition in trim, Balboa entered the mouth of the Atrato, and passed up it until he reached the Rio Negro, or Sucio, as it is commonly called on account of the color of its waters. Ascending this tributary he finally arrived at the lands of an Indian chief named Abibeiba, without having seen any indication of the object of his quest. He left here a company of 30 men to guard the place, and then returned to Darien, On arriving he found that the Indians under Cemaco, and five other chiefs, with a force of 5,000 warriors, and 100 canoes, had planned an attack on the colony, which plot was disclosed by one of their number named Fulvia. Balboa at once took the initiative, surprised and defeated the Indians, and left Cemaco dead on the field.

In Quest of the South Sea.

About this time there were internal dissensions in the colony, but Balboa succeeded in pacifying all parties, so that by the time reinforcements arrived from Spain bringing to him the title of Captain-General de la Antigua, he was ready to set out on an expedition in quest of the South Sea. He sailed from Santa Maria on the 1st. of September. 1513, taking with him 190 of his own men, some Indians, and a number of dogs. A short distance on his way, the Indian chief, Cuareca, who had been baptized by the Spaniards, gave him guides, some Indian auxiliaries, and on the 6th of September, after attending mass to ask the blessing of God on his mission, he took the road to the mountains.

On the 8th of September, Balboa arrived at the home of the Indian chief, Ponca, mentioned in a previous expedition. Here he was the recipient of the first really credible information concerning the great sea to the South. Ponca informed him that the ocean would open to view after passing certain mountains, which he would show him. He also gave Balboa some curious, but handsomely

formed gold ornaments, which the Indian said came from places on the ocean of which he spoke.

On the 20th of September he continued his march. The surface of the ground was so rough and broken, and there were so many small streams to cross, that in four days, he only covered thirty miles. At the end of this march, he came to the territory of the belligerent chieftain, Cuaracua, who gave him a hard fight. The Indian was finally overcome, and perished in company with 600 of his men. The town of Cuaracua where he now was, laid, he was told, at the foot of the last mountain remaining to be surmounted, before his eyes could rest on the object of his long and tedious march.

Balboa Discovers the Pacific.

On the 26th of September, a little after ten o'clock in the morning, the Spaniards discovered from the top of the mountain, the mighty waters of the Pacific. The priest of the expedition, Andres de Vara, intoned the Te Deum, and all those in the company fell on their knees around him. They afterwards raised at this point a cross made of the trunk of a tree, braced up by rocks, and upon which they wrote, as well as on various trees in the vicinity, the names of the rulers of Spain. On his descent to the beach, Balboa and his men had to pass through the lands of an Indian warrior named Cheapes, who treated them kindly, and made them a present of 500 pounds of gold. Reaching the water-side, Balboa waded out knee-deep into the sea, and with the banner of Spain waving in his hands, proclaimed the vast ocean, and the coasts adjoining it, the property of his King.

Find Pearls of Fabulous Size.

Shortly after the discovery of the South Sea, as the Pacific was for a long time afterwards called, Balboa set

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about making arrangements to explore the vicinity. The ocean at this point on the coast forms a gulf to which Balboa gave the name of San Miguel in honor of his having arrived there on the day the Catholic church celebrates this saint, which name it bears at the present time. He despatched one of his men named Alonso Martin at the head of a small company of Spaniards and Indians, to explore the coast in a canoe, while he himself embarked and went to an island inhabited by a chief named Tumaco. Martin, leaving first, has the credit of being the first European to navigate the waters of the Pacific. The island Balboa landed on was one of many, and to the group, he gave the name of the Archiepelago de las Perlas, or the Pearl Archipelago. To the largest island in the group he gave the name of Isla Rica, or Rich Island, on account of the quantities of pearls he found there, some of which were of great size. Balboa's papers relate how that the canoes of Chief Tumaco had their oars incrusted with pearls, so plentiful were they at this period. Some time after this, an expedition under Pizarro and Morales, two of Balboa's lieutenants, was sent against the Pearl Islands. They crossed the Isthmus by a less difficult route than Balboa had done, and arrived at the islands without incident. After four different battles with the chief whom they found in possession of Isla Rica, the latter finally surrendered, and as peace offering presented Pizarro and Morales with a basket full of very fine pearls, one of which weighed 25 carats, and afterwards sold for 4,000 ducats, equivalent to $9,120.00, veritably a prince's ransom.

Origin of the "Bloody Shirt."

After collecting all the gold and pearls he could lay hands on, Balboa returned to Darien, the only notable incident of the backward journey being the execution of a native chief named Ponera, together with three of his as-

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sociates, accused of certain vicious practices. These men, Balboa caused to be devoured alive by the savage dogs which he carried with him.

The year following, 1514, there arrived at Antigua, a colonel of infantry named Pedro Arias Davila, commonly called Pedrarias, who had been named by the Spanish Crown as Governor of Darien. It is related that Pedrarias was the father-in-law of Balboa, but history does not appear to be fully clear on this point. He commanded a brilliant expedition consisting of 2,000 picked men, which had originally been raised and equipped for war in Italy, under the orders of Grand Captain Gonzalo de Cordova, Cavalier of Spain. About this time La Antigua had been elevated to a metropolitan city of Castilla del Oro, and Friar Juan de Quevedo was named as the first bishop, while Gaspar de Espinosa was chosen as the first Alcalde. Shortly after the arrival of Pedrarias, Balboa made another and last quest for the mythical temple of gold, resulting in the usual failure. Then followed several months of Indian fighting. Tumanama, one of the most powerful chiefs of the mountains had long been at enmity with the Spanish invaders, and securing allies in a number of other tribes commenced a war of extermination against the Conquistadores. The Indians carried a flag in their fights made out of the bloody shirts of the Spaniards they had killed, which is the first mention History

makes of that since famous tocsin. The victories gained by the Indians caused great alarm at La Antigua, and the mint and other public buildings were closed. However, after several desperate engagements, Tumanama and his warriors were put to rout, and a peace pact was entered into.

Balboa's Last Expedition.

Upon the cessation of Indian hostilities, Pedrarias consented to an expedition planned by Balboa, to explore the South Sea. This involved the construction of the ships necessary for navigating the Pacific, on the Atlantic side of the divide, and their transportation, knocked-down, across the Cordillera to some point on the south coast. The work of cutting trees and preparing the parts of the ships was performed after several months of arduous toil, and then commenced the long and wearisome journey across the Isthmus. The native Indians were utilized as carriers, and History records that upwards of two thousand of them weakened and died under their heavy burdens. In making the passage, Balboa showed poor judgment. Instead of journeying by a known route, he started across an unexplored part of the Isthmus, discovering the Rio Balsas on his way, which stream he utilized as far as he was able. Reaching the south coast, he put his ships together, and after visiting the Pearl Archipelago, navigated across the Gulf of San Miguel, and to a point about two leagues farther on. Here the crews of his ships became alarmed at a school of whales, whom they took to be reefs in the ocean, and induced Balboa to put about. Reaching the coast again the entire expedition was brought to a sudden stop, by orders received from Pedrarias, the Governor, authorizing Balboa's arrest and imprisonment, under the charge of being a traitor to the Crown.

Balboa, a Victim of Jealousy and Hate.

Up to the time of the last ill-planned expedition, fortune had always smiled on Balboa's enterprises. At

this period of his life, however, the fickle goddess turned her back upon him forever. Pedrarias, the Governor of Darien, had long been jealous of Balboa's successes, and this feeling culminated into one of intense hate. While fearing to withhold his consent to the South Sea expedition, he was busy planning the while how to frustrate it. The news of a great Indian empire far to the south had filtered through to the Spanish camp, and stirred Balboa to accomplish what his able but unprincipled lieutenant, Francisco Pizarro, later carried out. Pedrarias was well aware of Balboa's ambitious plans, and this knowledge did but serve to put an edge to his jealousy and hate.

With but a farce of a trial, and condemned of being a traitor to the Crown on evidence of purely an *ex parte* character, Balboa, in the year 1517, in the forty-second year of his age, met death by the headsman's axe, and thus ended the life of one of the greatest explorers of the New World. Balboa maintained his innocence to the very last, defying his accuser and murderer, Pedrarias, who occupied a window only ten feet distant from the scaffold where the execution took place.

In view of Balboa's great achievement, history has passed lightly over his faults, among which avarice and cruelty were the most prominent; but taking into account the general customs of the age in which he lived, the difficult and exasperating circumstances and emergencies

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he had to contend with and overcome, it cannot be gainsaid but that he was an exceptional man; an intrepid, cunning and resourceful warrior whose ultimate success and wonderful discovery conquered for him a lasting place in the world's history. Besides, his latter sufferings, imprisonment and death on the scaffold on an unjust charge, were, no doubt, ample atonement for his sins.

Founding of Old Panama.

Pedrarias, incompetent, treacherous, and cruel, continued in high favor with the king whose coffers he kept well supplied with gold and treasure wrung from the enslaved and oppressed natives who died by the thousands on accoumt of not being physically adapted to the work. It was this terrible decimation of the Indians that prompted some time later a prominent Catholic bishop to suggest the importation of negroes from Africa, thus saving the Indian from complete extermination, but at the same time inaugurating the system of slavery that afterwards spread over the greatest part of two continents.

In 1515, Diego de Albites and Tello de Guzman formed part of an expedition that crossed to the Pacific side of the Isthmus and arrived at a hut of a poor fisher, at a point called by the Indians Panama, from the abundance of fish and sea shells found there. Here in 1519, Pedrarias founded the city of Old Panama, giving it the Indian name. In 1521, by order of Emperor Charles V., the title of "Muy noble y muy leal" was bestowed on the place, and the government, bishopric and colonists of Santa Maria la Antigua del Darien removed thereto. This was only accomplished after great privation and suffering, it being estimated that no fewer than 40,000 Spaniards perished in this trans-Isthmian hegira during the ensuing thirty years. The court-of-arms given to the new city consisted of a yoke, a bunch of arrows on a gilded field, with two ships underneath, a star, castle and lions. The

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city became the seat of the first court of the Real Audiencia, which obtained in the Spanish possessions in America from 1535 to 1752.

In 1525, a Catholic priest named Hernando Luque celebrated solemn mass in the Cathedral at Old Panama, taking communion with two Spanish explorers and men-at-arms, Francisco Pizarro and Diego Almagro. He broke the holy bread into three pieces, taking one, and giving the other pieces to the two men. The significance of this act was no other than the solemnization of a contract between all three to conquer the countries to the South. They shortly afterwards manned several vessels and sailed down the coast, reaching at last the "golden" Peru. Pizarrro's flag used in his conquest is a treasured relic today in the archives at Bogota.

Early Trans-Isthmian Routes.

Some time after the settlement of Old Panama, an attempt was made to establish land communication from Nombre de Dios, at that time the principal port on the Atlantic, to the new city on the Pacific. A road was finally constructed between the two places, which crossed the Chagres River at Cruces. For a part of the way the road was paved, evidences of which remain to this day. Later small vessels commenced to sail from Nombre de

Dios to the mouth of the Chagres, then up that stream to Cruces, where the cargoes were transferred to the backs of mules. Nombre de Dios was abandoned at the end of the sixteenth century in favor of Porto Bello, known to be one of the best havens on the entire Isthmian coast, south of Chiriqui Lagoon, to which even the steamers of the present day resort when an unusually strong norther is blowing at Colon. Nombre de Dios had long been known as a graveyard for the Spaniards, and its decay was of little moment.

After the conquest of Peru, and the development of the gold mines in the Darien, Old Panama sprang rapidly into prominence, All the golden treasure of the West Coast was poured into her lap to be sorted for shipment

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PANAMA.

to the mother country. Porto Bello likewise became an important post, and was the scene of great fairs up to the time of its capture by the Pirates under Henry Morgan.

THE RAIDS OF THE BUCCANEERS.

The attack and pillage of Porto Bello, the capture of Fort San Lorenzo at the mouth of the Chagres River,

and lastly and chief of all. the sack and burning of Old Panama, perhaps at the time the most opulent city in all New Spain. by Henry Morgan and his band of seventeenth century buccaneers. pirates and sea rovers. furnishes one of the most thrilling chapters in the early history of the Spanish Main, and some of the most notable events in the piratical record of the West Indies. not only from the boldness and intrepidity of the attack, but for the gallant defence as well.

To-day, nearly three hundred and fifty years after, crumbling ruins mark the spots where these occurrences took place, though as the late Mr. James Stanley Gilbert has written in his famous work, "Panama Patchwork":

"Cloud-crested San Lorenzo guards
The Chagres' entrance still,
Tho' o'er each stone dense moss has grown,
And earth his moat doth fill.
His bastions, feeble with decay,
Steadfastly view the sea,
And sternly wait the certain fate
The ages shall decree."

To the Americans employed on the Isthmus and the tourists that are coming in ever increasing numbers, the sites of these early Spanish centers of Western civilization have a considerable charm, as is evidenced by the numerous excursions made thereto, especially during the dry season. Of them all Old Panama, perhaps, possesses the greatest attraction. It is easily accessible from the present city, and really interesting, although unfortunately many visitors merely ride over, take a look at the tower and the old bridge, and then come back with the idea that they have seen everything worth while. The tower and bridge are near to the beach, and easily seen, but the dense vegetation with which the greater part of Old Panama is overgrown makes sight-seeing farther in more difficult. There is the old Cathedral, the roof of which has fallen

in, but the walls of which are still standing. This church is mentioned in Esquemeling's narrative of the sack and burning of Old Panama, written in 1678, and reprinted herewith, as the only one left standing after the fire, the which was used for a hospital for the wounded of the buccaneers. The interior of this church has been used in recent times, and is still being used, I understand, by the natives living in the vicinity for a burying place for their dead. Nearby to the church is the Catacumbas, or tombs, upon the roofs of which great trees are now growing vigorously. As one proceeds farther landwards, sections of the ancient city's walls may be seen in various directions, some being only held up by the gigantic roots of trees which have twined and intertwined in and about the stones in such a manner that now it would be difficult even for a pry to dislodge them. Large open wells curbed with stone are scattered about the place, and in these, numerous relics have recently been found, such as parts of copper kettles, pieces of firearms, money, articles used in the churches, etc. If all were cleaned out, no doubt many interesting and perhaps valuable relics could be recovered, inasmuch as the tradition has been handed down, and history in a measure supports it, that the inhabitants of the place in their fright and excitement sought to hide their valuables, and as a last resort threw them into the wells of the city. Be that as it may, the site of Old Panama furnishes a point of interest well worth visiting.

The tower at Old Panama, which figures so prominently among Isthmian photographs, and which may be seen on a clear day from high elevations in the new city, formed a part of the castle of St. Jerome. In the papers of a Spanish engineer of that time occurs the following description of it: "This fortification was an excellent piece of workmanship, very strong, being raised in the middle of the port, of quadrangular form, and of very hard stone. Its elevation or height is 88 geometrical feet, its walls being fourteen, and its curtains, seventy-five feet in diameter.

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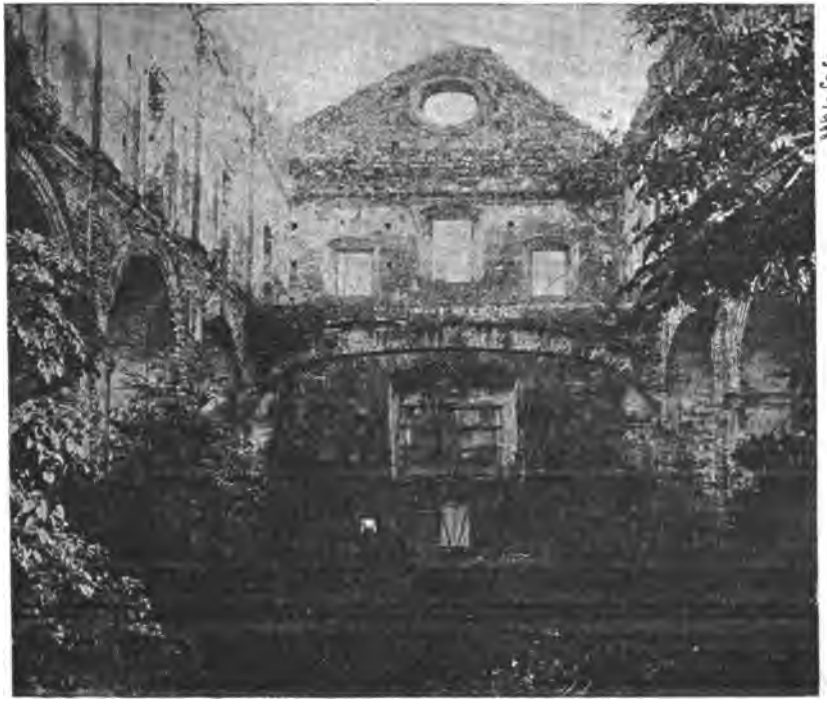
It was built at the expense of several private persons, the Governor of the city furnishing the principal part of the money, so that it did not cost His Majesty any sum at all."

The fragmentary and often inaccurate accounts of Old Panama has not tended to give readers a clear conception of this and attendant events. Nothing has ever appeared in print more truthful and interesting concerning the capture of Porto Bello, and the burning of Panama, than is to be found in John Esquemeling's narrative published in 1678, seven years after the events actually occurred. Esquemeling was a member of the pirate band, and therefore an eye witness of the incidents related. Although not definitely known, the author of this narrative is thought to have been a Hollander, inasmuch as his account first appeared in the Dutch language. It was afterwards translated into Spanish, and in recent years into English, the latter translation appearing as a part of the

21

Guide a d Pilot.



Ruins of
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book called "The Buccaneers of America," published by Swan Sonnenschein & Co., of London. The author's account is both graphic and picturesque, in which he invariably figures in the third person. With the exception of a few instances where he speaks of the extraordinary exploits of the English under Morgan, as matters of course, he has taken no sides, and is as prone to criticize his leader, as any individual on the opposite side. The worst criticism to be made of his narrative is his tendency to magnify the importance of certain places and things. Hence, from his description of Old Panama, one would be led to believe it a much larger and important place than it really was. He refers to there having been five thousand houses in the place at the time of its fall. This would indicate a population of 40,000, or 50,000 souls. Even in a much more extensive area than the site of Old Panama, it would have been impossible to comprehend so many

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buildings, and there is nothing to-day to indicate it. I have thoroughly explored the site, and cannot see possibly where more than 10,000 or 15,000 souls could have been gathered together. Ringrose, a member of the pirate band of Capt. Sharp, says in his narrative of their expedition which visited New Panama in 1680, that the latter place then was larger than Old Panama ever was.

The expedition against Old Panama was Henry Morgan's crowning achievement, and his action toward his men after their return to the Fort of Chagre, as Esquemeling terms San Lorenzo, marked the beginning of the end of his career as the greatest pirate of his time. He was a man of quick impulse, one good act being almost invariably offset by an evil one. He cared not for conquest for conquest's sake, but he was out for the coin of the realm, which in his time was figured in pieces of eight. One of the most astonishing moves in his whole career was his attitude towards piracy after his ascendancy to the post of Governor of Jamaica, not long after his return from the Panama expedition. To him, more than to any one man, is probably due the ridding of the pirates from the waters and islands of the West Indies.

The Panama expedition was not as successful as Morgan had figured on in the matter of booty. The escape of the Spanish galleon with the plate and church valuables robbed him of the best of his expected treasure. Local tradition has it that he left with as high as 1,200 mule loads of loot, while a biography of Morgan puts it at thirty-seven. Esquemeling gives it at 175 mule loads, which is probably about the correct figure.

We are giving the reader Esquemeling's account of the capture of Porto Bello, and the fall of Old Panama in the writer's own picturesque language, which cannot fail but to add spice to the narrative—Editor.

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Capture of Porto Bello, 1668.

Capt. Morgan, always communicated vigor with his words, and infused such spirits into his men as were able to put every one of them instantly upon new designs; they being all persuaded by his reasons, that the sole execution of his orders would be a certain means of obtaining great riches. This persuasion had such influence upon their minds, that with inimitable courage they all resolved to follow him. The same likewise did a certain pirate of Campeche, who on this occasion joined with Capt. Morgan, to seek new fortunes under his conduct, and greater advantages than he had found before. Thus Captain Morgan in a few days gathered a fleet of nine sail, between ships and great boats, wherein he had four hundred and threescore military men.

After that all things were in a good posture of readiness, they put forth to sea, Capt. Morgan imparting the design he had in his mind to nobody for that present. He only told them on several occasions, that he held as indubitable he should make a good fortune by that voyage, if strange occurrences altered not the course of his designs. They directed their course towards the continent, where they arrived in a few days upon the coast of Costa Rica, with all their fleet entire. No sooner had they discovered land than Capt. Morgan declared his intentions to the Captains, and presently after to all the rest of the company. He told them he intended in that expedition to plunder Porto Bello. and that he would perform it by night, being resolved to put the whole city to the sack, not the least corner escaping his diligence. Moreover, to encourage them he added: This enterprise could not fail to succeed well, seeing he had kept it secret in his mind without revealing it to anybody; whereby they could not

have notice of his coming. To this proposition some made answer: They had not a sufficient number of men wherewith to assault so strong and great a city. But Captain Morgan replied: *If our number is small our hearts are great. And the fewer persons we are the more union, and better shares we shall have in the spoil.* Hereupon, being stimulated with the ambition of those vast riches they promised themselves from their good success, they unanimously concluded to venture upon that design. But, now, to the intent my reader may better comprehend the incomparable boldness of this exploit, it may be necessary to say something beforehand of the city of Porto Bello.

The city which bears this name in America is seated in the Province of Costa Rica (1), under the latitude of ten degrees North, at the distance of fourteen leagues from the Gulf of Darien, and eight westwards from the port called Nombre de Dios. It is judged to be the strongest place that the King of Spain possesses in all the West Indies, excepting two, that is to say, Havana and Cartagena. Here are two castles, almost inexpugnable, that defend the city, being situated at the entry of the port; so that no ship or boat can pass without permission. The garrison consists of three hundred soldiers, and the town constantly inhabited by four hundred families, more or less. The merchants dwell not here, but only reside for awhile, when the galleons come or go from Spain; by reason of the unhealthiness of the air, occasioned by certain vapours, that exhale from the mountains Notwithstanding, their chief warehouses are at Porto Bello, howbeit their habitations be all the year long at Panama, whence they bring the plate upon mules at such times as the fair begins and when the ships, belonging to the Company of Negroes, arrive here to sell slaves.

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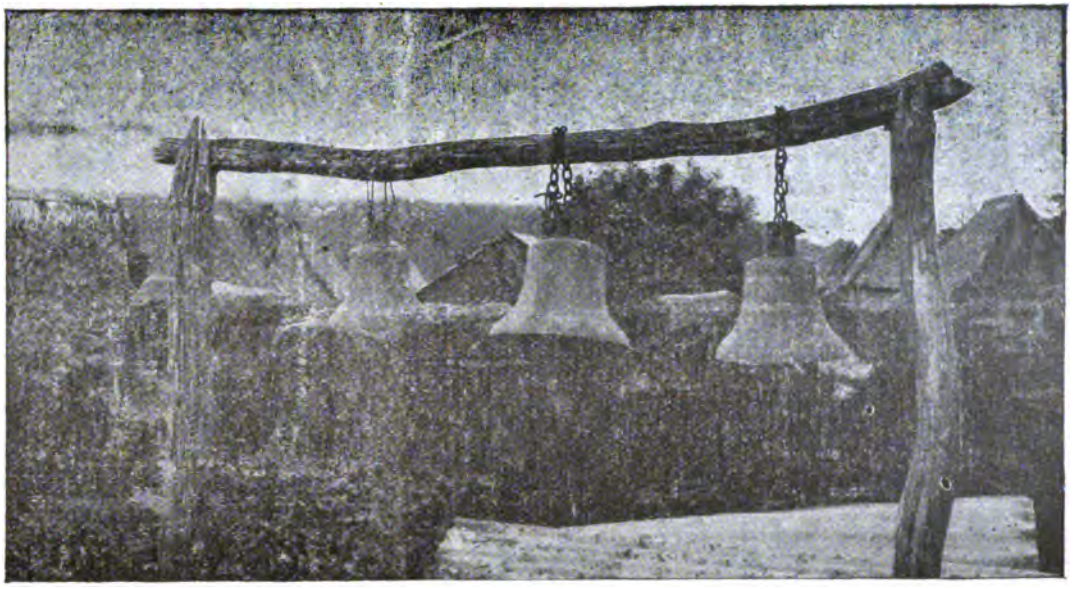
(1) The name generally applied to the Caribbean coast at that time from Cape Gracias á Dios to the Chagres River.—Editor.



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Arrival of the Buccaneers.

Capt. Morgan, who knew very well all the avenues of this city, as also all the neighboring coasts arrived in the dusk of the evening at the place called Puerto de Naos, distant ten leagues toward the west of Porto Bello. Being come to this place, they mounted the river in their ships, as far as another harbour called Puerto Pontin; where they came to an anchor. Here they put themselves immediately into boats and canoes, leaving only a few men to keep them and conduct them the next day to the port. About midnight they came to a certain place called Estera longa Lemos, where they all went on shore, and marched by land to the first posts of the city. They had in their company a certain Englishman, who had been formerly a prisoner in those parts, and who now served them for a guide. To him, and three or four more, they gave commission to take the sentry, if possible, or kill him

upon the place. But they laid hands on him and apprehended him with such cunning, that he had no time to give warning with his musket, or make any other noise. Thus they brought him, with his hands bound, to Captain Morgan, who asked him: *How things went in the city, and what forces they had:* with many other circumstances, which he was desirous to know. After every question, they made him a thousand menaces to kill him, in case he declared not the truth. Thus they began to advance towards the city, carrying always the said sentry bound before them. Having marched about one-quarter of a league, they came to the castle that is near the city, which presently they surrounded, so that no person could get either in or out of the said fortress.

Being thus posted under the walls of the castle, Capt. Morgan commanded the sentry whom they had taken prisoner, to speak to those that were within, charging them to surrender, and give themselves up to his discretion; otherwise they should be all cut to pieces, without giving quarter to any one. But they would hearken to none of these threats, beginning instantly to fire; which gave notice to the city and this was suddenly alarmed. Yet, notwithstanding, although the Governor and soldiers of the said castle made as great resistance as could be performed, they were constrained to surrender to the Pirates. These no sooner had taken the castle, than they resolved to be as good as their words, in putting the Spaniards to the sword, thereby to strike a terror into the rest of the city. Hereupon, having shut up all the soldiers and officers as prisoners into one room, they instantly set fire to the powder (whereof they found great quantity), and blew up the whole castle into the air, with all the Spaniards that were within. This being done, they pursued the course of their victory, falling upon the city, which as yet was not in order to receive them. Many of the inhabitants cast their precious jewels and moneys into wells and cisterns, or hid them in other places underground, to

excuse, as much as were possible, their being totally robbed. One party of the Pirates being assigned to this purpose, ran immediately to the cloisters, and took as many religious men and women as they could find. The Governor of the city not being able to rally the citizens, through the huge confusion of the town retired to one of the castles remaining, and thence began to fire incessantly at the Pirates. But these were not in the least negligent either to assault him or defend themselves with all the courage imaginable. Thus it was observable that, amidst the horror of the assault, they made very few shots in vain. For aiming with great dexterity at the mouths of the guns, the Spaniards were certain to lose one or two men every time they charged each gun anew.

Assault on the Castle.

The assault of this castle where the Governor was, continued very furious on both sides, from break of day until noon. Yea, about this time of the day the case was very dubious which party should conquer or be conquered. At last the Pirates, perceiving they had lost many men and as yet advanced but little towards the gaining either this, or the other castles remaining, thought to make use of fireballs, which they threw with their hands, designing, if possible, to burn the doors of the castle. But going about to put this into execution, the Spaniards from the wall let fall great quantities of stones and earthen pots full of powder and other combustible matter, which forced them to desist from that attempt. Capt. Morgan seeing this generous defence made by the Spaniards, began to despair of the whole success of the enterprise. Hereupon, many faint and calm meditations came into his mind; neither could he determine which way to turn himself in that straitness of affairs. Being involved in these thoughts, he was suddenly animated to continue the assault by seeing the English colours put forth at one of the lesser castles,

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then entered by his men, of whom he presently after spied a troop that came to him, proclaiming victory with loud shouts of joy. This instantly put him upon new resolutions of making new efforts to take the rest of the castles that stood out against him: especially seeing the chief citizens were fled to them, and had conveyed thither great part of their riches, with all the plate belonging to the churches, and other things dedicated to divine service.

To this effect, therefore, he ordered ten or twelve ladders to be made in all possible haste, so broad that three or four men at once might ascend by them. These being finished, he commanded all the religious men and women whom he had taken prisoners to fix them against the walls of the castle. This much he had beforehand threatened the Governor to perform, in case he delivered not the castle. But his answer was: *He would never surrender himself alive.* Capt. Morgan was much persuaded that the Governor would not employ his utmost forces,

seeing religious women and ecclesiastical persons, exposed in the front of the soldiers to the greatest dangers. Thus the ladders, as I have said, were put into the hands of religious persons of both sexes; and these were forced, at the head of the companies, to raise and apply them to the walls. But Capt. Morgan was fully deceived in his judgment of this design. For the Governor, who acted like a brave and courageous soldier, refused not, in performance of his duty, to use his utmost endeavours to destroy whoever came near the walls. The religious men and women ceased not to cry to him and to beg of him by all the Saints of Heaven that he would deliver the castle, and hereby spare both his and their own lives. But nothing could prevail with the obstinacy and fierceness that had possessed the Governor's mind. Thus many of the religious men and nuns were killed before they could fix the ladders. Which at last being done, though with great loss of the said religious people, the Pirates mounted them in great numbers, and with no less valour; having fireballs in their hands, and earthen pots full of powder. All which things, being now at the top of the walls, they kindled and cast in among the Spaniards.

Refused Quarter Despite Wife's Tears.

This effort of the Pirates was very great; insomuch as the Spaniards could no longer resist nor defend the castle, which was now entered. Hereupon they all threw down their arms, and craved quarter for their lives. Only the Governor of the city would admit or crave no mercy; but rather killed many of the Pirates with his own hands, and not a few of his own soldiers, because they did not stand to their arms. And although the Pirates asked him if he would have quarter, yet he constantly answered: ***By no means: I had rather die a valiant soldier than be hanged as a coward.*** They endeavoured, as much as they could, to take him prisoner. But he defended himself so

obstinately that they were forced to kill him; notwithstanding all the cries and tears of his own wife and daughter, who begged of him upon their knees he would demand quarter and save his life. When the Pirates had possessed themselves of the castle, which was about night, they enclosed therein all the prisoners they had taken, placing the women and men by themselves, with some guards upon them. All the wounded were put into a certain apartment by itself, to the intent their own complaints might be the cure of their own diseases; for no other was afforded them.

This being done, they fell to eating and drinking after their usual manner; that is to say, committing in both these things all manner of debauchery and excess. After such manner they delivered themselves up to all sort of debauchery, that if there had been found only fifty courageous men, they might easily have retaken the city, and killed all the Pirates. The next day, having plundered all they could find, they began to examine some of the prisoners (who had been persuaded by their companions to say they were the richest of the town), charging them severely to discover where they had hidden their riches and goods. But not being able to extort anything out of them, as they were not the right persons who possessed any wealth, they at last resolved to torture them. This they performed with such cruelty that many of them died upon the rack, or presently after. Soon after, the President of Panama had news brought him of the pillage and ruin of Porto Bello. This intelligence caused him to employ all his care and industry to raise forces, with design to pursue and cast out the Pirates thence. But these cared little for what extraordinary means the President used, as having their ships near at hand, and being determined to set fire to the city, and retreat. They had now been at Porto Bello fifteen days, in which space of time they had lost many of their men, both by the unhealthiness of the country and the extravagant debaucheries they had committed.

A group of Native Belles in the native dress—Panama.

Ransom Placed on Prisoners.

Hereupon they prepared for a departure, carrying on board their ships all the pillage they had got. But, before all, they provided the fleet with sufficient victuals for the voyage. While these things were getting ready, Captain Morgan sent an injunction to the prisoners that they should pay him a ransom for the city, or else he would by fire consume it to ashes, and blow up all the castles into the air. Withal, he commanded them to send speedily two persons to seek and procure the sum he demanded, which amounted to one hundred thousand pieces of eight. To this effect, two men were sent to the President of Panama, who gave him an account of all these tragedies. The President having now a body of men in readiness, set forth immediately towards Porto Bello to encounter the Pirates before their retreat. But these people, hearing of his coming, instead of flying away, went out to meet him at a narrow passage through which of necessity he must pass. Here they placed an hundred men very well armed; who, at the first encounter, put to flight a good party of those of Panama. This accident obliged the President to retire for that time, as not being yet in a posture of strength to proceed any farther. Presently after this encounter he sent a message to Capt Morgan to tell him: *That in case he departed not suddenly with all his forces from Porto Bello, he ought to expect no quarter for himself nor his companions when he shou'd take them, as he hoped soon to do.* Captain Morgan who feared not his threats, knowing he had a secure retreat in his ships which were near at hand, made him answer: *He would not deliver the castles, before he had received the contribution-money he had demanded. Which in case it were not paid down, he would certainly burn the whole city, and then leave it; demolishing beforehand the castles, and killing the prisoners.*

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Morgan's Threat Against Old Panama.

The Governor of Panama perceived by this answer that no means would serve to mollify the hearts of the Pirates, nor reduce them to reason. Hereupon he determined to leave them; as also those of the city, whom he came to relieve, involved in the difficulties of making the best agreement they could with their enemies. Thus, in few days more, the miserable citizens gathered the contribution wherein they were fined, and brought the entire sum of one hundred thousand pieces of eight to the Pirates, for a ransom of the cruel captivity they were fallen into. But the President of Panama, by these transactions, was brought into an extreme admiration, considering that four hundred men had been able to take such a great city, with so many strong castles; especially seeing that they had no pieces of cannon. nor other great guns, wherewith to raise batteries against them. And what was more, knowing that the citizens of Porto Bello had always great repute of being good soldiers themselves, and who had never wanted courage in their own defence. This astonishment was so great, that it occasioned him, for to be satisfied herein, to send a messenger to Capt. Morgan, desiring him to send him some small pattern of those arms wherewith he had taken with such violence so great a city. Capt. Morgan received this messenger very kindly, and treated him with civility. Which being done, he gave him a pistol and a few small bullets of lead, to carry back to the President, his Master, telling him withal: *He desired him to accept that slender pattern of the arms wherewith he had taken Porto Bello, and keep them for a twelvemonth; after which time he promised to come to Panama and fetch them away.* The Governor of Panama returned the present very soon to Capt. Morgan giving him thanks for the favour of lending him such weapons as he needed not, and withal sent him a ring of gold with this message: *That he desired him not to give himself the labour of coming to Panama as he had done to Porto Bello; for*

he did not certify to him, he should not speed so well here as he had done there.

Departure of the Pirates.

After those transactions, Capt. Morgan (having provided his fleet with all necessaries, and taken with him the best guns of the castles, nailing the rest which he could not carry away) set sail from Porto Bello with all his ships With these he arrived in few days at the Island of Cuba, where he sought out a place wherein with all quiet and repose he might make the dividend of the spoil they had got. They found in ready money two hundred and fifty thousand pieces of eight, (1) besides all other merchandizes, as cloth, linen, silks, and other goods. With this rich booty they sailed again thence to their common place of rendezvous, Jamaica. Being arrived, they passed here some time in all sorts of vices and debauchery, according to their common manner of doing, spending with huge prodigality what others had gained with no small labour and toil.

THE FALL OF OLD PANAMA, 1671.

Upon the conclusion of a treaty of peace in 1670 between England and Spain, which confirmed the former in her possessions in the West Indies, but forbade her subjects to trade to any Spanish port without a license; a proclamation was issued in pursuance of such arrangement which greatly exasperated the freebooting community, and the direct result of which was an assemblage of the largest fleet ever brought together by the buccaneers, amounting to 37 ships of all sizes, manned by more than

(1) The coin "piece of eight" had the value of eight Spanish reals. Equivalent to 40 cents gold.—Editor.

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EXISTENCIA DE FRUTAS CONSTANTEMENTE. VERDURAS DE TODAS CLASES.

AVENIDA NORTE, NUMERO 167. **Hipólito de la Oliva.**

2,000 pirates. They met in December, 1670, at Cape Tiburón, Gulf of Urabá, and held a council to decide whether their forces should be directed upon Cartagena, Vera Cruz, or Panama. The last was chosen as being the richest, and Morgan was elected Admiral.

——

Capt. Morgan perceived that fortune favored his arms, by giving good success to all his enterprizes, which occasioned him, as it is usual in human affairs, to aspire to greater things, trusting she would always be constant to him. Such was the burning of Panama; wherein fortune failed not to assist him, in like manner as she had done before, crowning the event of his actions with victory, howbeit she had led him thereto through thousands of difficulties. The history hereof, I shall now begin to relate, as being so very remarkable in all its circumstances that peradventure nothing more deserving memory may occur to be read by future ages.

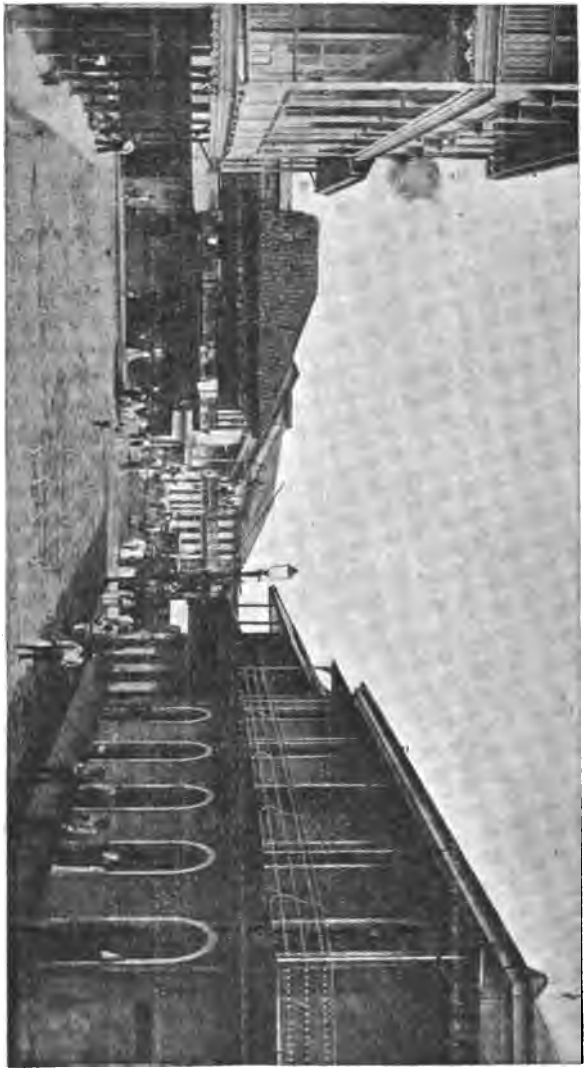
——

Not long after Capt. Morgan arrived at Jamaica, he found many of his chief officers and soldiers reduced to their former state of indigence through their immoderate vices and debauchery. Hence they ceased not to importune

him for new invasions and exploits, thereby to get something to expend anew in wine, as they had already wasted what was secured so little before. Capt. Morgan being willing to follow fortune while she called him, hereupon stopped the mouths of many of the inhabitants of Jamaica, who were creditors to his men for large sums of money, with the hopes and promises he gave them, of greater achievements than ever, by a new expedition he was going about. This being done, he needed not give himself much trouble to levy men for this or any other enterprize, his name being now so famous through all those islands, that that alone would readily bring him in more men than he could well employ. He undertook therefore to equip a new fleet of ships; for which purpose he assigned the south side of the isle of Tortuga, as a place of rendezvous. With this resolution, he wrote divers letters to all the ancient and expert Pirates there inhabiting, as also to the Governor of said isle, and to the planters and hunters of Hispaniola (Hayti), giving them to understand his intentions, and desiring their appearance at the said place, in case they intended to go with him. All these people had no sooner understood his designs than they flocked to the place assigned, in huge numbers, with ships, canoes and boats, being desirous to obey his commands. Many, who had not the convenience of coming to him by sea, traversed the woods of Hispaniola, and with no small difficulties arrived there by land. Thus all were present at the place assigned and in readiness, against the 24th day of October, 1670.

Pirates Go A-Foraging.

Capt. Morgan was not wanting to be there according to his punctual custom, who came in his ship to the same side of the island, to a port called by the French, Port Couillon, over against the island, De la Vaca, this being a place which he had assigned to others. Having



Market Street approaching the Market—Panama.
Antiquo America 1912. Ann Agency & Advertising Service, of Stockwell.

now gathered the greatest part of his fleet, he called a council, to deliberate about the means of finding provisions sufficient for so many people. Here they concluded to send four ships and one boat, manned with four hundred men, over to the continent, to the intent they should rifle some country towns and villages, and in these get all the corn or maize they could gather. They set sail for the continent, towards the river, De la Hacha, with design to assault a small village called La Rancheria, where is usually to be found the greatest quantity of maize of all these parts thereabouts. In the meanwhile Capt. Morgan sent another party of his men to hunt in the woods, who killed there a huge number of beasts, and salted them. The rest of his companions remained in the ships, to clean, fit and rig them out to sea, so that at the return of those who were sent abroad, all things might be in readiness to wieght anchor, and follow the course of their designs.

The four ships above mentioned, after they had set sail from Hispaniola, steered their course till they came within sight of the river, De la Hacha, where they were suddenly overtaken with a tedious calm. Being thus within sight of land becalmed for some days, the Spaniards inhabiting along the coast, who had perceived them to be enemies, had sufficient time to prepare themselves for the assault, at least to hide the best part of their goods, to the end that, without any care of preserving them, they might be in readiness to retire, when they found themselves unable to resist the force of the Pirates, by whose frequent attempts upon those coasts they had already learnt what they had to do in such cases. There was in the river at that present a good ship, which was come from Cartagena to lade maize, and was now when the Pirates came almost ready to depart. The men belonging to this ship endeavoured to escape, but not being able to do it; both they and the vessel fell into their hands. This was a fit booty for their mind, as being good part of what they came to seek for with so much care and toil.

The next morning about break of day they came with their ships toward the shore, and landed their men, although the Spaniards made huge resistance from a battery which they had raised on that side, where of necessity they had to land; but notwithstanding what defence they could make, they were forced to retire towards a village, to which the Pirates followed them. Here the Spaniards, rallying again, fell upon them with great fury, and maintained a strong combat, which lasted till night was come; but then, perceiving they had lost a great number of men, which was no smaller on the Pirates, side, they retired to places more occult in the woods.

The next day when the Pirates saw they were all fled, and the town left totally empty of people, they pursued them as far as they could possibly. In this pursuit they overtook a party of Spaniards, whom they made all prisoners and exercised the most cruel torments, to discover where they had hidden their goods; some were found who by the force of intolerable tortures confessed; but others who would not do the same were used more barbarously than the former. Thus, in the space of fifteen days that they remained there, they took many prisoners, much plate and movable goods, with all other things they could rob, with which booty they resolved to return to Hispaniola. Yet not content with what they had already got, they dispatched some prisoners into the woods to seek for the rest of the inhabitants, and to demand of them a ransom for not burning the town. To this they answered, they had no money or plate, but in case they would be satisfied with a certain quantity of maize, they would give as much as they could afford. The Pirates accepted this proffer, as being more useful to them at that occasion than ready money, and agreed they should pay four thousand hanegs, or bushels, of maize. These were brought in three days after, the Spaniards being desirous to rid themselves as soon as possible of that inhuman sort of people. Having laded them on board their

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ships, together with all the rest of their booty, they returned to the Island of Hispaniola, to give account to their leader, Capt. Morgan, of all they had performed.

Preparations for Departure.

They had now been absent five entire weeks, about the commission aforementioned, which long delay occasioned Capt. Morgan almost to despair of their return, fearing lest they had fallen into the hands of the Spaniards, especially considering that the place whereto they went could easily be relieved from Cartagena and Santa Marta, if the inhabitants were at all careful to alarm the country; on the other side he feared lest they should have made some great fortune in that voyage, and with it escaped to some other place. But at last seeing his ships return, and in greater number than they had departed, he resumed new courage, this sight causing both in him and his companions infinite joy. This was much increased when, being arrived, they found them full laden with maize, whereof they stood in great need for the maintenance of so many people, by whose help they expected great matters through the conduct of their commander.

After Capt. Morgan had divided the said maize, as also the flesh which the hunters brought in, among all the ships, according to the number of men that were in every

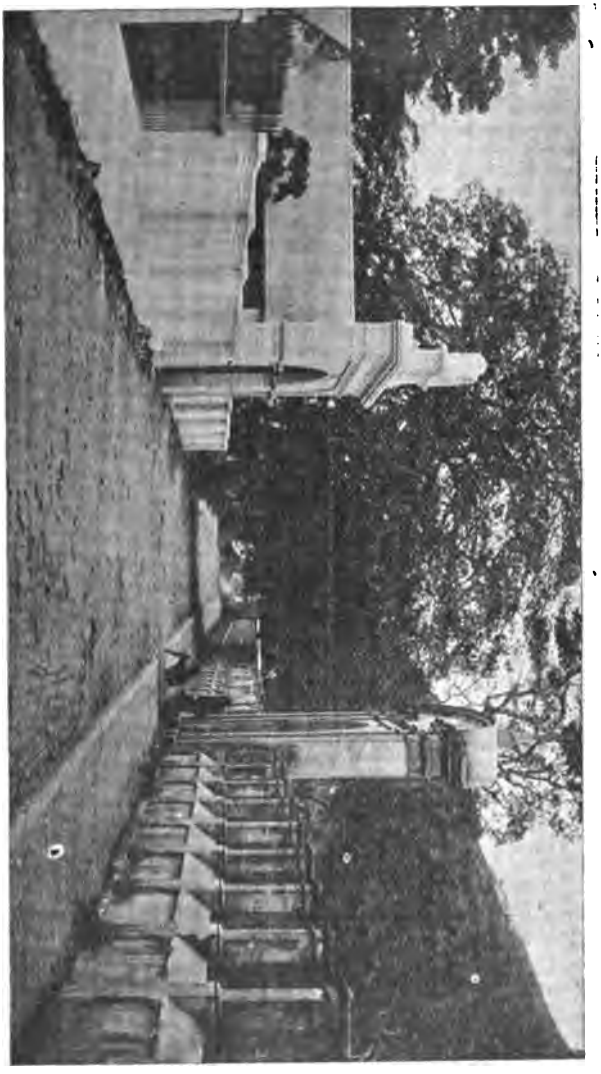
vessel, he concluded upon the departure, having viewed beforehand every ship, and observed their being well equipped and clean. Thus he set sail, and directed his course towards Cape Tiburón, where he determined to take his measures and resolution, of what enterprise he should take in hand. No sooner were they arrived there than they met with some other ships that came newly to join them from Jamaica. So that now the whole fleet consisted of thirty-seven ships, wherein were two thousand fighting men, besides mariners and boys; the Admiral hereof was mounted with twenty-two great guns, and six small ones, of brass; the rest carried some twenty, some sixteen, some eighteen, and the smallest vessel at least four, besides which they had great quantity of ammunition and fire-balls, with other inventions of powder.

Proposed Division of Spoils.

Capt. Morgan finding himself with such a great number of ships, divided the whole fleet into two squadrons, constituting a Vice-Admiral, and other officers and commanders of the second squadron, distinct from the former. To every one of these he gave letters patent, or commissions, to act all manner of hostility against the Spanish nation, and take of them what ships they could, either abroad at sea, or in the harbours, in like manner as if they were open and declared enemies (as he termed it) of the King of England, his pretended master. This being done, he called all his captains and other officers together, and caused them to sign some articles of common agreement between them, and in the name of all. Herein it was stipulated that he should have the hundredth part of all that was gotten, to himself alone. That every captain should draw the shares of eight men, for the expenses of his ship, besides his own: That the surgeon, besides his ordinary pay, should have two hundred pieces of eight, for

his chest of medicaments: And every carpenter, above his common salary, should draw one hundred pieces of eight. As to recompences,they were regulated in this voyage much more than usual. Thus, for the loss of both legs, they assigned one thousand five hundred pieces of eight or fifteen slaves; for one leg. whether the right or left, six hundred pieces of eight or six slaves; for a hand, as much as for a leg, and for the loss of an eye, one hundred pieces of eight or one slave. Lastly, unto him that in any battle should signalize himself, either by entering the first any castle, or taking down the Spanish colours and setting up the English, they constituted fifty pieces of eight for a reward. In the head of these articles it was stipulated that all these extraordinary salaries, recompences and rewards should be paid out of the first spoil or purchase they should take, according as every one should then occur to be either rewarded or paid.

This contract being signed, Capt. Morgan commanded his Vice-Admirals and Captains to put all things in order, to go and attempt one of three places, either Cartagena, Panama or Vera Cruz; but the lot fell upon Panama as being believed to be the richest of all three; notwithstanding this city being situated at such distance from the Northern sea, as they knew not well the avenues and entries necessary to approach it, they judged it necessary to go beforehand to the isle of St. Catharine, there to find and provide themselves with some persons who might serve them for guides in this enterprize; for in the garrison of that island are commonly employed many banditti and outlaws belonging to Panama and the neighboring places, who are very expert in the knowledge of all that country. But before they proceeded any farther, they caused an act to be published through the whole fleet, containing that in case they met with any Spanish vessel, the first captain who with his men should enter and take the said ship, should have for his reward the tenth part of whatsoever should be found within her.



Street showing entrance to Panama Cemeteries.
Photo Mexico c. 1913. Courtesy Library of Congress.

Attack Isle of St. Catharine.

Capt. Morgan and his companions weighed anchor from the Cape of Tiburón, the 16th day of December in the year 1670. Four days after they arrived within sight of the Isle of St. Catharine, (1) which was now in possession of the Spaniards again, and to which they commonly banished the malefactors of the Spanish dominions in the West Indies. In this island are found huge quantities of pigeons at certain seasons of the year; it is watered continually by four rivulets or brooks, whereof two are always dry in the summer season. Here is no manner of trade nor commerce exercised by the inhabitants, neither do they give themselves the trouble to plant more fruits than what is necessary for the sustentation of human life; howbeit, the country would be sufficient to make very good plantations of tobacco, which might render considerable profit were it cultivated for that use.

As soon as Capt. Morgan came near the island with his fleet, he sent before one of his best sailing vessels to view the entry of the river and see if any other ships were there who might hinder him from landing; as also fearing lest they should give intelligence of his arrival to the inhabitants of the island, and they by this means prevent his designs.

The next day before sunrise, all the fleet came to anchor near the island, in a certain bay called Aguada Grande; upon this bay the Spaniards had lately built a battery, mounted with four pieces of cannon. Captain Morgan landed with a thousand men, more or less, and disposed them into squadrons, beginning his march through the woods, although they had no other guides than some few of his own men who had been there before when

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(1) Also known as Santa Katalina or Old Providence, an island in the Caribbean Sea, 100 miles from the Mosquito Coast, now belonging to Venezuela.

Mansvelt took and ransacked the island. The same day they came to a certain place where the Governor at other times kept his ordinary residence: here they found a battery called *The Platform*, but nobody in it; the Spaniards having retired to the lesser island, which, as was said before, is so near the great one that a short bridge only may conjoin them.

Pirates in Serious Straits.

This lesser island aforesaid was so well fortified with forts and batteries around it as might seem impregnable. Hereupon, as soon as the Spaniards perceived the pirates to approach, they began to fire upon them so furiously that they could advance nothing that day, but were contented to retreat a little, and take up their rest upon the grass in the open fields, which afforded no strange beds to these people, as being sufficiently used to such kind of

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repose; what most afflicted them was hunger, having not eaten the least thing that whole day. About midnight it began to rain so hard that those miserable people had much ado to resist so much hardship, the greatest part of them having no other clothes than a pair of seaman's trousers or breeches, and a shirt, without either shoes or stockings. Thus finding themselves in great extremity, they began to pull down a few thatched houses to make fires withal; in a word, they were in such condition that one hundred men, indifferently well armed, might easily that night have torn them all to pieces. The next morning about break of day the rain ceased, at which time they began to dry their arms, which were entirely wet, and proceed on their march. But not long after, the rain commenced anew, rather harder than before, as if the skies were melted into waters, which caused them to cease from advancing towards the forts, whence the Spaniards continually fired at the Pirates, seeing them to approach.

The Pirates were now reduced to great affliction and danger of their lives through the hardness of the weather, their own nakedness and the great hunger they sustained. For a small relief hereof, they happened to find in the fields an old horse, which was both lean and full of scabs and blotches, with galled back and sides. This horrid animal they instantly killed and flayed, and divided into small pieces among themselves as far as it would reach, for many could not obtain one morsel, which they roasted and devoured without either salt or bread, more like ravenous wolves than men.

A Threat and the Answer.

The rain as yet ceased not to fall, and Capt. Morgan perceived their minds to relent, hearing many of them say they would return on board the ships. Amongst these fatigues both of mind and body, he thought it convenient to use some sudden and almost unexpected remedy; to this

effect he commanded a canoe to be rigged in all haste, and the colours of truce to be hanged out of it. This canoe he sent to the Spanish governor of the island with this message: *That if within a few hours he delivered not himself and all his men into his hands, he did by that messenger swear to him, and all those that were in his company, he would almost certainly put them all to the sword, without granting quarter to any.*

After noon the canoe returned with this answer: *That the Governor desired two hours time to deliberate with his officers in a full council about that affair; which being past, he would give his positive answer to the message.*

The time now being elapsed, the said Governor sent two canoes with white colours, and two persons, to treat with Capt. Morgan, but before they landed, they demanded of the Pirates two persons as hostages of their security. These were readily granted by Capt. Morgan, who delivered to them two of his captains, for a mutual pledge of the security required. With this the Spaniards propounded to Capt. Morgan, that their Governor in a full assembly had resolved to deliver up the island, not being provided with sufficient forces to defend it against such an armada or fleet. But withal he desired that Captain Morgan would be pleased to use a certain stratagem of war, for the better saving of his own credit, and the reputation of his officers both abroad and at home, which should be as follows: That Capt. Morgan would come with his troops by night, near the bridge that joined the lesser island to the great one, and there attack the fort of St. Jerome; that at the same time all the ships of his fleet would draw near the castle of Santa Teresa, and attack it by sea, landing in the meanwhile some more troops, near the battery called St. Matthew; that these troops which were newly landed should by this means intercept the Governor by the way, as he endeavoured to pass to St. Jerome's fort, and then take him prisoner, using the formality, as if they forced him to deliver the said castle;

and that he would lead the English into it, under the fraud of being his own troops; that on one side and the other there should be continual firing at one another, but without bullets, or at least into the air, so that no side might receive any harm by this device; that thus having obtained two such considerable forts, the chief of the isle, he need not care for the rest, which of necessity must fall by course into his hands.

A Mock Surrender.

These propositions, every one, were granted by Capt. Morgan, upon condition they should see them faithfully observed, for otherwise they should be used with all rigour imaginable: this they promised to do, and hereupon took their leave, and returned to give account of their negotiation to the Governor. Presently after, Capt. Morgan commanded the whole fleet to enter the port, and his men to be in readiness to assault that night the castle of St. Jerome. Thus the false alarm or battle began with incessant firing of great guns from both the castles against the ships, but without bullets, as was said before. Then the Pirates landed, and assaulted by night the lesser island, which they took, as also possession of both the fortresses, forcing all the Spaniards, in appearance, to fly to the church. Before this assault, Capt. Morgan had sent

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word to the Governor he should keep all his men together in a body, otherwise if the Pirates met any straggling Spaniards in the streets, they should certainly shoot them.

The island being taken by this unusual stratagem, and all things put in due order, the Pirates began to make a new war against the poultry, cattle and all sort of victuals they could find. This was their whole employ for some days, scarce thinking of anything else than to kill those animals, roast and eat, and make good cheer, as much as they could possibly attain unto. If wood was wanting, they presently fell upon the houses, and pulling them down, made fires with the timber, as had been done before in the field. The next day they numbered all the prisoners they had taken upon the whole island, which were found to be in all four hundred and fifty persons, between men, women and children, viz., one hundred and ninety soldiers belonging to the garrison; forty inhabitants who were married; forty-three children; thirty-four slaves belonging to the King, with eight children; eight banditti; thirty-nine negroes belonging to private persons, with twenty-seven female blacks, and thirty-four children. The Pirates disarmed all the Spaniards, and sent them out immediately to the plantations, to seek for provisions, leaving the women in the church, there to exercise their devotions.

Fortifications of St. Catherine.

Soon after they took a review of the whole island, and all the fortresses belonging thereunto, which they found to be nine in all, as follows: the fort of St. Jerome, nearest to the bridge, had eight great guns of 12, 6 and 8 pound carriage, together with six pipes of muskets, every pipe containing ten muskets. Here they found still sixty muskets, with sufficient quantity of powder and all other sorts of ammunition. The second fortress, called St. Matthew, had three guns, of 8 pound carriage each. The third and chief among all the rest, named Santa Teresa, had twenty

great guns, of 18, 12, 8 and 6 pound carriage, with ten pipes of muskets, like those we said before, and ninety muskets remaining, besides all other warlike ammunition. This castle was built with stone and mortar, with very thick walls on all sides, and a large ditch around about it of twenty foot depth, which although it was dry was very hard to get over. Here was no entry but through one door, which corresponded to the middle of the castle. Within it was a mount, or hill, almost inaccessible, with four pieces of cannon at the top, whence they could shoot directly into the port. On the sea side this castle was impregnable, by reason of the rocks which surrounded it and the sea beating furiously upon them. In like manner, on the side of the land, it was so commodiously seated on a mountain that there was no access to it, but by a path of three or four foot broad. The fourth fortress was named St. Augustine, having three guns, of 8 and 6 pound carriage. The fifth, named La Plattaforma de la Concepcion, had only two guns, of eight pound carriage. The sixth, by name San Salvador, had likewise no more than two guns. The seventh, being called Plattaforma de los Artilleros, had also two guns. The eighth, called Santa Cruz, had three guns. The ninth, which was called St. Joseph's Fort, had six guns, of 12 and 8 pound carriage, besides two pipes of muskets and sufficient ammunition.

In the storehouse were found above thirty thousand pounds of powder, with all other sorts of ammunition, which were transported by the Pirates on board the ships. All the guns were stopped and nailed, and the fortresses demolished, excepting that of St. Jerome, where the Pirates kept their guard and residence.

Pirates Start for San Lorenzo.

Capt. Morgan enquired if any banditti were there from Panama or Porto Bello, and hereupon three were brought before him, who pretended to be very expert in

all the avenues of those parts. He asked them if they would be his guides, and show him the securest ways and passages to Panama; which, if they performed, he promised them equal shares in all they should pillage and rob in that expedition, and that afterwards he would set them at liberty, by transporting them to Jamaica. These propositions pleased the banditti very well, and they readily accepted his proffers, promising to serve him very faithfully in all he should desire, especially one of these three, who was the greatest rogue, thief and assassin among them, and who had deserved for his crimes rather to be broken alive upon the wheel than punished with serving in a garrison. This wicked fellow had a great ascendancy over the other two banditti, and could domineer and command over them as he pleased, they not daring to refuse obedience to his orders.

Hereupon Capt. Morgan commanded four ships and one boat to be equipped and provided with all things necessary, to go and take the castle of Chagre, seated upon a river of that name. Neither would he go himself with his whole fleet, fearing less the Spaniards should be jealous of his farther designs upon Panama. In these vessels he caused to embark four hundred men, who went to put in execution the orders of their chief commander Capt. Morgan, while he himself remained behind in the Island of St. Catharine, with the rest of the fleet, expecting to hear the success of their arms.

The Castle of Chagre (San Lorenzo).

Capt. Morgan sending these four ships and a boat to the river of Chagre, chose for Vice-Admiral thereof a certain person named Capt. Brodely. This man had been a long time in those quarters, and committed many robberies upon the Spaniards when Mansvelt took the Isle of St. Catharine. He, being therefore well acquainted with those coasts, was thought a fit person for this exploit, his

A country scene in the Panama Republic.

Colombian American & P.R.R. Press Agency & Advertising Bureau A. Bienkowski.

actions likewise having rendered him famous among the Pirates, and their enemies the Spaniards. Capt. Brodely being chosen chief commander of these forces, in three days after he departed from the presence of Captain Morgan, arrived within sight of the said castle of Chagre, which by the English is called St. Lawrence. (1) This castle is built upon a high mountain, at the entry of the river, and surrounded on all sides with strong palisades or wooden walls, being very well terrepleined, and filled with earth, which renders them as secure as the best walls made of stone or brick. The top of this mountain is in a manner divided into two parts, between which lies a ditch, of the depth of thirty foot. The castle itself has but one entry, and that by a drawbridge which passes over the ditch aforementioned. On the land side it has four bastions, that on the sea containing only two more. That part thereof that looks towards the south is totally inaccessible and impossible to be climbed, through the infinite asperity of the mountain. The north side is surrounded by the river, which hereabouts runs very broad. At the foot of the said castle, or rather mountain, is seated a strong fort, with eight great guns, which commands and impedes the entry of the river. Not much lower are to be seen two other batteries, whereof each hath six pieces of cannon, to defend likewise the mouth of the said river. At one side of the castle are built two great store-houses, in which are deposited all sorts of warlike ammunition, and merchandize, which are brought thither from the inner parts of the country. Near these houses is a high pair of stairs, hewn out of the rock, which serves to mount to the top of the castle. On the west side of the said fortress lies a small port, which is not above seven or eight fathoms deep, being very fit for small vessels and of very good anchorage. Besides this, there lies before the castle, at the entry of

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(1) English rendition of the Spanish, "San Lorenzo."

the river, a great rock, scarce to be perceived above water, as it was at low tide.

Attack on the Castle.

No sooner had the Spaniards perceived the Pirates to come than they began to fire incessantly at them with the biggest of their guns. They came to an anchor in a small port, at the distance of a league more or less from the castle. The next morning very early they went on shore and marched through the woods to attack the castle on that side. This march continued until two o'clock in the afternoon, before they could reach the castle, by reason of the difficulties of the way, and its mire and dirt. And although their guides served them exactly, notwithstanding they came so near the castle at first that they lost many of their men with the shot from the guns, they being in an open place where nothing could cover nor defend them. This much perplexed the Pirates in their minds, they not knowing what to do, nor what course to take, for on that side, of necessity they must make the assault, and being uncovered from head to foot, they could not advance one step without great danger. Besides that, the castle, both for its situation and strength, caused them much to fear the success of their enterprize. But to give it over they dared not, lest they should be reproached and scorned by their companions.

Doomed by a Burning Arrow.

At last, after many doubts and disputes among themselves, they resolved to hazard the assault and their lives after a most desperate manner. Thus they advanced towards the castle, with their swords in one hand and fire-balls in the other. The Spaniards defended themselves very briskly, ceasing not to fire at them with their great guns and muskets continually crying withal: *Come on, ye*

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English dogs, enemies to God and our King; let your companions that are behind come on too; ye shall not go to Panama this bout. After the Pirates had made some trial to climb up the walls, they were forced to retreat, which they accordingly did, resting themselves until night. This being come, they returned to the assault, to try if by the help of their fire-balls they could overcome and pull down the pales before the wall. This they attempted to do, and while they were about it there happened a very remarkable accident, which gave them the opportunity of the victory. One of the Pirates was wounded with an arrow in his back, which pierced his body to the other side. This instantly he pulled out with great valour at the side of his breast, then taking a little cotton that he had about him, he wound it about the said arrow, and putting it into his musket, shot it back into the castle. But the cotton being kindled by the powder, occasioned two or three houses that were within the castle, being thatched with palm leaves, to take fire, which the Spaniards perceived not so soon as was necessary. For this fire meeting with a parcel of powder, blew it up, and thereby caused great ruin, and no less consternation to the Spaniards, who were not able to account for this accident, not having seen the beginning thereof.

Brave Resistance by Defenders.

Thus the Pirates, perceiving the good effect of the arrow and the beginning of the misfortune of the Spaniards were infinitely gladdened thereat. And while they were busied in extinguishing the fire, which caused great confusion in the whole castle, having not sufficient water wherewithal to do it, the Pirates made use of this opportunity, setting fire likewise to the palisades. Thus the fire was seen at the same time in several parts about the castle, which gave them huge advantage against the Spaniards. For many breaches were made at once by the

fire among the pales, great heaps of earth falling down into the ditch. Upon these the Pirates climbed up, and got over into the castle, notwithstanding that some Spaniards who were not busied about the fire, cast down upon them many flaming pots, full of combustible matter and odious smells, which occasioned the loss of many of the English.

The Spaniards, notwithstanding the great resistance they made, could not hinder the palisades from being entirely burnt before midnight. Meanwhile the Pirates ceased not to persist in their intention of taking the castle. To which effect, although the fire was great, they would creep upon the ground, as nigh unto it as they could, and shoot amidst the flames against the Spaniards they could perceive on the other side, and thus caused many to fall dead from the walls. When day was come, they observed all the movable earth that lay between the pales to be fallen into the ditch in huge quantity. So that now those within the castle did in a manner lie equally exposed to them without, as had been on the contrary before. Whereupon the Pirates continued shooting very furiously against them, and killed great numbers of Spaniards. For the Governor had given them orders not to retire from those posts which corresponded to the heaps of earth fallen into the ditch, and caused the artillery to be transported to the breaches.

Castle Surrenders—Heavy Losses.

Notwithstanding, the fire within the castle still continued, and now the Pirates from without used what means they could to hinder its progress, by shooting incessantly against it. One party of the Pirates was employed only to this purpose, and another to watch all the motions of the Spaniards, and take all opportunities against them. About noon the English happened to gain a breach, which the Governor himself defended with twenty-five soldiers. Here was performed a very courageous and warlike re-

sistance by the Spaniards, both with muskets, pikes, stones and swords. Yet notwithstanding, through all these arms the Pirates forced and fought their way, till at last they gained the castle. The Spaniards who remained alive cast themselves down from the castle into the sea, choosing rather to die precipitated by their own selves (few or none surviving the fall) than ask any quarter for their lives. The Governor himself retreated to the *corps du garde,* before which were placed two pieces of cannon. Here he intended still to defend himself, neither would he demand any quarter. But at last he was killed with a musket shot, which pierced his skull into the brain.

The Governor being dead, and the *corps du garde* surrendered, they found still remaining in it alive to the number of thirty men, whereof scarce ten were not wounded. These informed the Pirates that eight or nine of their soldiers had deserted their colours, and were gone to Panama to carry news of their arrival and invasion. These thirty men alone were remaining of three hundred and fourteen, wherewith the castle was garrisoned, among which number not one officer was found alive. They were all made prisoners, and compelled to tell whatever they knew of their designs and enterprises. Among other things they declared that the Governor of Panama had notice sent him three weeks ago from Cartagena, how that the English were equipping a fleet at Hispaniola, with design to come and take the said city of Panama. Moreover, that this their intention had been known by a person, who had run away from the Pirates at the river De la Hacha, where they provided their fleet with corn. That, upon this news, the said Governor had sent one hundred and sixty-four men to strengthen the garrison of that castle, together with much provisions and warlike ammunition; the ordinary garrison whereof did only consist of one hundred and fifty men. So that in all they made the number aforementioned of three hundred and fourteen men being all very well armed. Besides this they had declared that the Governor

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of Panama had placed several ambuscades all along the river of Chagre, and that he waited for their coming, in the open fields of Panama, with three thousand six hundred men.

The taking of this castle of Chagre cost the Pirates excessively dear, in comparison to the small numbers they used to lose at others time and places. Yea, their toil and labour here far exceeded what they sustained at the conquest of the Isle of St. Catharine and its adjacent. For coming to number their men, they found that they had lost above one hundred, besides those that were wounded, whose number exceeded seventy. They commanded the Spaniards that were prisoners to cast all the dead bodies of their own men down from the top of the mountain to the seaside, and afterwards to bury them. Such as were wounded were carried to the church belonging to the castle, of which they made a hospital, and where also they shut up the women.

Morgan Starts for San Lorenzo.

Capt. Morgan remained not long time behind at the Isle of St. Catharine, after taking the castle of Chagre of which he had notice presently sent him. Yet notwithstanding, before he departed thence, he caused to be embarked all the provisions that could be found, together with great quantities of maize or Indian wheat, and

cassava, whereof in like manner is made bread in those parts. He commanded likewise great store of provisions should be transported to the garrison of the aforesaid castle of Chagre, from what parts soever they could be got. At a certain place on the island they cast into the sea all the guns belonging thereto, with a design to return and leave that island well garrisoned, for the perpetual possession of Pirates. Notwithstanding, he ordered all the houses and forts to be set on fire, excepting only the castle of St. Teresa, which he judged to be the strongest and securest wherein to secure himself at his return from Panama. He carried with him all the prisoners of the island, and thus set sail for the river of Chagre, where he arrived in the space of eight days. Here the joy of the whole fleet was so great, when they spied the English colours upon the castle that they minded not their way into the river, which occasioned them to lose four of their ships at the entry thereof, that, wherein Capt. Morgan went being one of the four. Yet their fortune was so good as to be able to save all the men and goods that were in the said vessels. Yea, the ships likewise had been preserved, if a strong northerly wind had not risen on that occasion, which cast the ships upon the rock above mentioned, that lies at the entry of the said river.

Capt. Morgan was brought into the castle with great acclamations of triumph and joy of all the Pirates, both of those that were within, and also them that were newly come. Having understood the whole transactions of the conquest, he commanded all the prisoners to begin to work and repair what was necessary, especially in setting up new palisades, or pales, round about the forts depending on the castle. There were still in the river some Spanish vessels, called by them *chatten*, which serve for the transportation of merchandize up and down the said river, as also for going to Porto Bello and Nicaragua. These are commonly mounted with two great guns of iron and four other small ones of brass. All these vessels they

seized on, together with four little ships they found there, and all the canoes. In the castle they left a garrison of five hundred men, and in the ships within the river one hundred and fifty more. These things being done, Captain Morgan departed toward Panama, at the head of one thousand two hundred men. He carried very small provisions with him, being in good hopes he should provide himself sufficiently among the Spaniards, whom he knew to lie in ambuscade at several places by the way.

Pirates Set Forth for Old Panama.

Capt. Morgan set forth from the castle of Chagre, towards Panama, the 18th day of January in the year 1671. He had under his conduct one thousand two hundred men, five boats with artillery, and thirty-two canoes, all of which were filled with the said people. Thus he steered his course up the river towards Panama. That day they sailed only six leagues, and came to a place called De los Bracos. Here a party of his men went on shore, only to sleep some few hours and stretch their limbs, they being almost crippled with lying too much crowded in the boats. After they had rested awhile, they went abroad, to see if any victuals could be found in the neighbouring plantations. But they could find none, the Spaniards being fled and carrying with them all the provisions they had. This day, being the first of their journey, there was amongst them such scarcity of victuals that the greatest part were forced to pass with only a pipe of tobacco, without any other refreshment.

The next day, very early in the morning, they continued their journey, and came about evening to a place called Cruz de Juan Gallego. Here they were compelled to leave their boats and canoes, by reason the river was very dry for want of rain, and the many obstacles of trees that were fallen into it.

The guides told them that about two leagues farther on the country would be very good to continue the journey

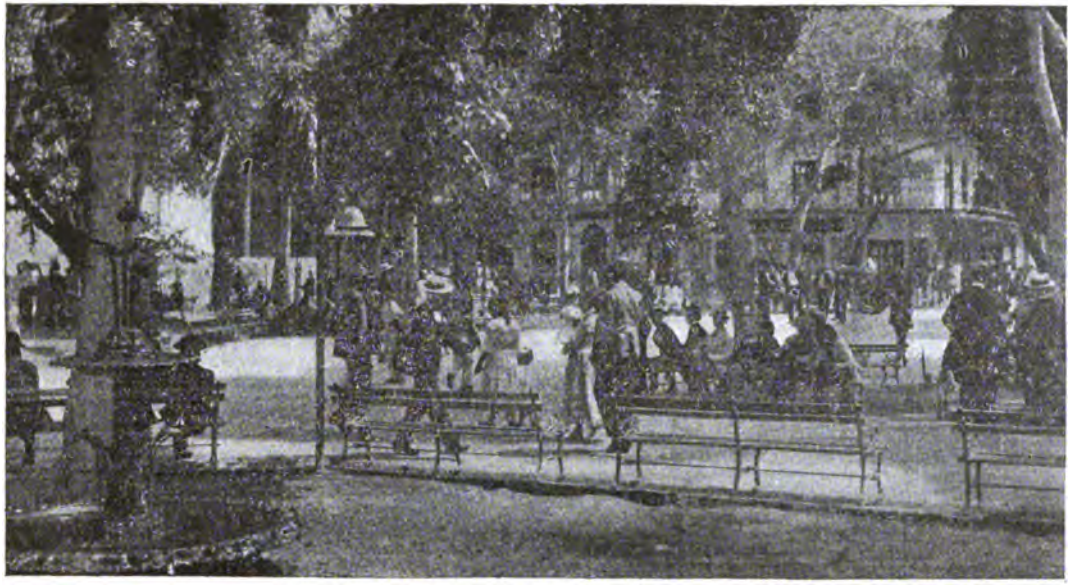
by land. Hereupon they left some companies, being in all one hundred and sixty men, on board the boats to defend them, with intent they might serve for a place of refuge, in case of necessity.

The next morning, being the third day of their journey, they all went ashore, excepting those abovementioned who were to keep the boats. To these Capt. Morgan gave very strict orders, under great penalties, that no man, upon any pretext whatsoever, should dare to leave the boats and go ashore. This he did, fearing lest they should be surprised and cut off by an ambuscade of Spaniards, that might chance to lie thereabouts in the neighbouring woods, which appeared so thick as to seem almost impenetrable.

Having this morning begun their march they found the ways so dirty and irksome, that Capt. Morgan thought it more convenient to transport some of the men in canoes (though it could not be done without great labour) to a place farther up the river called Cedro Bueno. Thus they re-embarked, and the canoes returned for the rest that were left behind. So that about night they found themselves altogether at the said place. The Pirates were extremely desirous to meet any Spaniards, or Indians, hoping to fill their bellies with what provisions they should take from them. For now they were reduced almost to the very extremity of hunger.

On the fourth day, the greatest part of the Pirates marched by land, being led by one of the guides. The rest went by water, farther up with the canoes, being conducted by another guide, who always went before them with two of the said canoes, to discover on both sides of the river the ambuscades of the Spaniards. These had also spies, who were very dextrous, and could at any time give notice of all accidents or of the arrival of the Pirates, six hours at least before they came to any place.

This day about noon they found themselves near a post, called Torna Cavallos. Here the guide of the canoes



Cathedral Park, City of Panama.
Isthmian-American & P.R.R. News Agency & Advertising Bureau A. Bienkowski

began to cry aloud he perceived an ambuscade. His voice cause infinite joy to all the Pirates, as persuading themselves they should find some provisions wherewith to satiate their hunger, which was very great.

Pirates Feast on Leather Bags.

Being come to the place, they found nobody in it, the Spaniards who were there not long before being every one fled, and leaving nothing behind unless it were a small number of leather bags, all empty, and a few crumbs of bread scattered upon the ground where they had eaten. Being angry at this misfortune, they pulled down a few little huts which the Spaniards had made, and afterwards fell to eating the leather bags, as being desirous to afford something to the ferment of their stomachs, which now was grown so sharp that it did gnaw their very bowels, having nothing else to prey upon. Thus they made a huge banquet upon those bags of leather, which doubtless had been more grateful unto them, if divers quarrels had not risen concerning who should have the greatest share.

By the circumference of the place, they conjectured five hundred Spaniards, more or less, had been there. And these, finding no victuals, they were now infinitely desirous to meet, intending to devour some of them rather than perish. Whom they would certainly on that occasion have roasted or boiled, to satisfy their famine, had they been able to take them.

After they had feasted themselves with those pieces of leather they quitted the place, and marched farther on, till they came about night to another post called Torna Munni. Here they found another ambuscade but as barren and desert as the former. They searched the neighbouring woods, but could not find the least thing to eat, the Spaniards having been so provident as not to leave behind them anywhere the least crumb of sustenance, whereby the Pirates were now brought to the extremity aforementioned.

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Here again he was happy, that had reserved since noon any small piece of leather whereof to make his supper, drinking after it a good draught of water for his greatest comfort. Some persons, who were never out of their mothers' kitchens may ask how these Pirates could eat, swallow and digest those pieces of leather, so hard and dry. To whom I only answer: That could they once experiment what hunger, or rather famine, is, they would certainly find the manner, by their own necessity, as the Pirates did. For these first took the leather, and sliced it in pieces. Then did they beat it between two stones, and rub it, often dipping it in the water of the river, to render it by this means supple and tender. Lastly, they scraped off the hair, and roasted or broiled it upon the fire. And being thus cooked they cut it into small morsels, and ate it, helping it down with frequent gulps of water, which by good fortune they had near at hand.

Food Continues Scarce.

They continued their march the fifth day, and about noon came to a place called Barbacoa (1). Here likewise they found traces of another ambuscade, but the place totally as unprovided as the two preceding were. At a small distance were to be seen several plantations, which they searched very narrowly, but could not find any person, animal or other thing that was capable of relieving their extreme and ravenous hunger. Finally, having ranged up and down and searched a long time, they found a certain grotto which seemed to be but lately hewn out of a rock, in which they found two sacks of meal, wheat and like things, with two great jars of wine, and certain fruits called Platanos (2). Capt. Morgan knowing that some of his men were now, through hunger, reduced almost to the extremity of their lives, and fearing lest the major part should be brought into the same condition, caused all that was found to be distributed amongst them who were in greatest necessity.

Having refreshed themselves with these victuals, they began to march anew with greater courage than ever. Such as could not go well for weakness were put in the canoes, and those commanded to land that were in them before. Thus they prosecuted their journey till late at night, at which time they came to a plantation where they took up their rest. But without eating anything at all for the Spaniards as before, had swept away all manner of provisions, not leaving behind them the least sign of victuals.

On the sixth day they continued their march, part of them by land through the woods and part by water in the canoes. Howbeit they were constrained to rest themselves

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(1). To-day known as Barbacoas, near where the P. R. R. crosses the Chagres.

(2). Plantains, one of the chief products of the Isthmus to-day.

very frequently by the way, both for the ruggedness thereof and the extreme weakness they were under. To this they endeavoured to occur, by eating some leaves of trees and green herbs, or grass, such as they could pick, for such was the miserable condition they were in. This day, at noon, they arrived at a plantation, where they found a barn full of maize. Immediately they beat down the doors, and fell to eating of it dry as much as they could devour. Afterwards they distributed great quantity, giving to every man a good allowance thereof.

Traces of Indian Ambuscades.

Being thus provided, they prosecuted their journey, which having continued for the space of an hour, or thereabouts, they met with an ambuscade of Indians. This they no sooner had discovered, than they threw away their maize, with the sudden hopes they conceived of finding all things in abundance. But after all this haste, they found themselves much deceived, they meeting neither Indians, nor victuals, nor anything else of what they had imagined. They saw notwithstanding on the other side of the river a troop of a hundred Indians, more or less, who all escaped away through the agility of their feet. Some few Pirates there were who leapt into the river, the sooner to reach the shore to see if they could take any of the said Indians prisoners. But all was in vain for being much

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more nimble on their feet than the Pirates, they easily baffled their endeavours. Neither did they only baffle them, but killed also two or three of the Pirates with their arrows, shouting at them at a distance and crying: ***Ha; perros, a la savana, a la savana. Ha; ye dogs, go to the plain, go to the plain.***

This day they could advance no farther, by reason they were necessitated to pass the river hereabouts to continue their march on the other side. Hereupon they took up their repose for that night. Howbeit their sleep was not heavy nor profound, for great murmurings were heard that night in the camp, many complaining of Capt. Morgan and his conduct in that enterprize, and being desirous to return home. On the contrary, others would rather die there than go back one step from what they had undertaken. But others who had greater courage than any of these two parties did laugh and joke at all their discourses. In the meanwhile they had a guide who much comforted them, saying: *It would not be long before they met with people, from whom they should reap considerable advantage.*

Arrive at Cruces.

The seventh day, in the morning, they all made clean their arms, and every one discharged his pistol or musket, without bullet, to examine the security of their firelocks. This being done, they passed to the other side of the river in the canoes, leaving the post where they had rested the night before, called Santa Cruz. Thus they proceeded on their journey till noon, at which time they arrived at a village called Cruz (1). Being at a great distance as yet from the place, they perceived much smoke to arise out of the chimneys.

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(1) Now called Cruces, head of navigation on the Chagres for parties bound for Panama.

Santa Ana Park. American Exchange Hotel in the background—Panama.

Isthmian-American & P.R.R. News Agency & Advertising Bureau of Discounts

The sight hereof afforded them great joy and hopes of finding people in the town, and afterwards what they most desired, which was plenty of good cheer. Thus they went on with as much haste as they could, making several arguments to one another upon those external signs, though all like castles built in the air. *For*, said they, *there is smoke coming out of every house, therefore they are making good fires, to roast and boil what we are to eat.* With other things to this purpose.

At length they arrived there in great haste, all sweating and panting, but found no person in the town, nor anything that was eatable wherewith to refresh themselves, unless it were good fires to warm themselves, which they wanted not. For the Spaniards before their departure, had every one set fire to his own house, excepting only the storehouses and stables belonging to the King.

They had not left behind them any beast whatsoever, either alive or dead. This occasioned much confusion in their minds, they not finding the least thing to lay hold on, unless it were some few cats and dogs, which they immediately killed and devoured with great appetite.

At last in the King's stables they found by good fortune fifteen or sixteen jars of Peru wine, and a leather sack full of bread. But no sooner had they begun to drink of the said wine when they fell sick, almost every man. This sudden disaster made them think that the wine was poisoned, which caused a new consternation in the whole camp, as judging themselves now to be irrecoverably lost. But the true reason was, their huge want of sustenance in that whole voyage, and the manifold sorts of trash which they had eaten upon that occasion. Their sickness was so great that day as to cause them to remain there till the next morning, without being able to prosecute their journey as they used to do, in the afternoon.

This village is seated in the latitude of 9 degrees and 2 minutes, north, being distant from the river of

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Chagre twenty-six Spanish leagues, (1), and eight from Panama. Moreover, this is the last place to which boats or canoes can come; for which reason they built here storehouses, wherein to keep all sorts of merchandize, which hence to and from Panama are transported upon the backs of mules.

Here, therefore, Capt. Morgan was constrained to leave his canoes and land all his men, though never so weak in their bodies. But lest the canoes should be surprized, or take up too many men for their defence, he resolved to send them all back to the place where the boats were, excepting one, which he caused to be hidden, to the intent it might serve to carry intelligence according to the exigence of affairs. Many of the Spaniards and Indians belonging to this village were fled to the plantations thereabouts.

Hereupon Capt. Morgan gave express orders that none should dare to go out of the village, except in whole companies of a hundred together. The occasion hereof was his fear lest the enemies should take an advantage upon his men, by any sudden assault. Notwithstanding, one party of English soldiers, stickled not to contravene these commands, being tempted with the desire of finding victuals. But these were soon glad to fly into the town

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(1) Evidently refers to distance from mouth of river.

again being assaulted with great fury by some Spaniards and Indians, who snatched up one of the Pirates, and carried him away prisoner. Thus the vigilance and care of Capt. Morgan was not sufficient to prevent every accident that might happen.

Resistance Offered by Indians.

On the eighth day, in the morning, Capt. Morgan sent two hundred men before the body of his army, to discover the way to Panama, and see if they had laid any ambuscades therein, especially considering that the places by which they were to pass were very fit for that purpose, the paths being so narrow that only ten or twelve persons could march in a file and oftentimes not so many.

Having marched about the space of ten hours, they came to a place called Quebrada Obscura. Here, all on the sudden, three or four thousand arrows were shot at them, without being able to perceive whence they came, or who shot them. The place whence it was presumed they were shot was a high rocky mountain, excavated from one side to the other, wherein was a grotto that went through it, only capable of admitting one horse, or other beast laded. This multitude of arrows caused a huge alarm among the Pirates, especially because they could not discover the place whence they were discharged.

At last seeing no more arrows to appear they marched a little farther, and entered into a wood. Here they perceived some Indians to fly as fast as they could possibly before them, to take the advantage of another post, and thence observe the march of the Pirates. There remained notwithstanding one troop of Indians upon the place, with full design to fight and defend themselves. This combat they performed with huge courage, till such time as their captain fell to the ground wounded, who although he was now in despair of life, yet his valour being greater than his strength, would demand no quarter,

but, endeavouring to raise himself, with undaunted mind laid hold of his azagaya, or javelin, and struck at one of the Pirates. But before he could second the blow, he was shot to death with a pistol. This was also the fate of many of his companions, who like good and courageous soldiers lost their lives with their captain, for the defence of their country.

"A la Savana, Perros Ingleses."

The Pirates endeavoured, as much as possible, to lay hold on some of the Indians and take them prisoners. But they being infinitely swifter than the Pirates, every one escaped, leaving eight Pirates dead upon the place, and ten wounded. Yea, had the Indians been more dextrous in military affairs, they might have defended that passage and not let one sole man to pass. Within a little while after they came to a large campaign (champaign) field open, and full of variegated meadows. From here they could perceive at a distance before them a parcel of Indians, who stood on top of a mountain, very near the way by which the Pirates were to pass. They sent a troop of fifty men, the nimblest they could pick out, to see if they could catch any of them, and afterwards force them to declare whereabouts their companions had their mansions. But all their industry was in vain, for they escaped through their nimbleness, and presently afterwards showed themselves in another place, hallooing to the English, and crying: *A la savana, A la savana, cornudos, perros Ingleses*; that is, *To the plain, to the plain, ye cuckolds, ye English dogs*. While these things passed, the ten Pirates that were wounded a little before were dressed and plastered up.

At this place there was a wood, and on each side thereof a mountain. The Indians had immediately possessed themselves of one, and the Pirates took possession of the other that was opposite to it. Capt. Morgan was persuaded

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that in the wood the Spaniards had placed an ambuscade, as lying so conveniently for that purpose. Hereupon he sent before two hundred men to search it. The Spaniards and Indians perceiving the Pirates to descend the mountain, did so too, as if they designed to attack them. But being got into the wood, out of sight of the Pirates, they disappeared, and were seen no more, leaving the passage open to them.

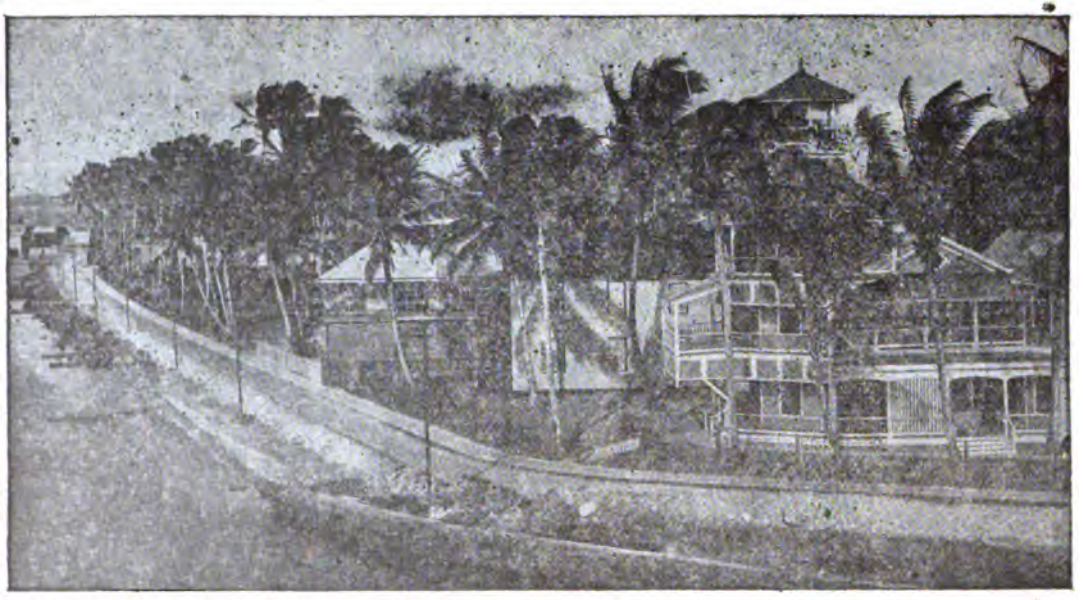
About night there fell a great rain, which caused the Pirates to march the faster and seek everywhere for houses wherein to preserve their arms from being wet. But the Indians had set fire to every one thereabouts, and transported all their cattle to remote places, to the end that the pirates, finding neither houses nor victuals, might be constrained to return homewards. Notwithstanding, after diligent search, they found a few little huts belonging to shepherds, but in them nothing to eat. These not being capable of holding many men, they placed in them

out of every company a small number; who kept the arms of all the rest of the army. Those who remained in the open field endured much hardship that night, the rain not ceasing to fall until the morning.

The End of the March.

The next morning about break of day being the ninth of this tedious journey, Capt. Morgan continued his march while the fresh air of the morning lasted. For the clouds then hanging as yet over their heads were much more favourable to them than the scorching rays of the sun, by reason the way was now more difficult and laborious than all the preceding. After two hours' march they discovered a troop of about twenty Spaniards, who observed the motions of the Pirates. They endeavoured to catch some of them, but could lay hold on none, they suddenly disappearing, and absconding themselves in caves among the rocks totally unknown to the Pirates.

At last they came to a high mountain, which, when they ascended, they discovered from the top thereof the South Sea. This happy sight, as if it were the end of their labours, caused infinite joy among all the Pirates. Hence they could descry also one ship and six boats, which were set forth from Panama and sailed towards the islands of Tovago and Tovagilla, (Taboga and Taboguilla) Having descended this mountain, they came to a vale (the Sabanas of the present day), in which they found great quantity of cattle, whereof they killed good store. Here while some were employed in killing and flaying of cows, horses, bulls and chiefly asses, of which there was a very large number, others busied themselves in kindling of fires and getting wood wherewith to roast them. Thus cutting the flesh of these animals into convenient pieces, or gobbets, they threw them into the fire, and half carbonadoed or roasted, they devoured them with incredible haste and appetite. For such was their hunger that they more resembled cannibals



Aspinwall. (Colon) ~ Panamu.
Isthmian-American & P.R.R. News Agency & Advertising Bureau. A. Bienkowski.

than Europeans at this banquet, the blood many times running down from their beards to the middle of their bodies.

Having satisfied their hunger with these delicious meats, Capt. Morgan ordered them to continue the march. Here again he sent before the main body fifty men, with intent to take some prisoners, if possibly they could. For he seemed now to be much concerned that in nine days' time he could not meet one person who might inform him of the condition and forces of the Spaniards.

About evening they discovered a troop of two hundred Spaniards, more or less, who hallooed to the Pirates, but these could not understand what they said. A little while after they came the first time within sight of the highest steeple of Panama. This steeple they no sooner had discovered than they began to show signs of extreme joy, casting up their hats into the air, leaping for mirth, and shouting, even just as if they had already obtained the victory and entire accomplishment of their designs. All the trumpets were sounded and every drum beaten, in token of this universal acclamation and huge alacrity of their minds.

Thus they pitched their camp for that night with general content of the whole army, waiting with impatience for the morning, at which time they intended to attack the city. This evening there appeared fifty horses, who came out of the city, hearing the noise of the drums and trumpets of the Pirates, to observe, as it was thought, their motions. They came almost within musket-shot of the army, being preceded by a trumpet that sounded marvellously well. Those on horseback hallooed aloud to the Pirates, and threatened them, saying: *Perros! nos veremos*, that is, *Ye dogs! we shall meet ye*. Having made this menace, they returned into the city, excepting only seven or eight horsemen who remained hovering thereabouts to watch what motions the Pirates made.

Immediately after, the city began to fire and ceased not to play with their biggest guns all night long against the camp, but with little or no harm to the Pirates, whom they could not conveniently reach. About this time also the two hundred Spaniards whom the Pirates had seen in the afternoon appeared again within sight, making resemblance as if they would block up the passages, to the intent no Pirates might escape the hands of their forces. But the Pirates, who were now in a manner besieged, instead of conceiving any fear of their blockades, as soon as they had placed sentries about their camp, began every one to open their satchels, and without any preparation of napkins or plates, fell to eating very heartily the remaining pieces of bulls' and horses' flesh which they had reserved since noon. This being done they laid themselves down to sleep upon the grass with great repose and huge satisfaction, expecting only with impatience the dawning of the next day.

Preparations for Attack.

On the tenth day betimes in the morning, they put all their men in convenient order, and with drums and trumpets sounding, continued their march directly towards the city. But one of the guides desired Capt. Morgan not to take the common highway that led thither, fearing lest they should find in it much resistance and many ambus-

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cades. He presently took his advice, and chose another way that went through the wood, although very irksome and difficult. Thus the Spaniards, perceiving the Pirates had taken another way, which they scarce had thought on or believed, were compelled to leave their stops and batteries, and come out to meet them. The Governor of Panama put his forces in order, consisting of two squadrons, four regiments of foot, and a huge number of wild bulls, which were driven by a great number of Indians, with some negroes and others, to help them.

The Pirates, being now upon their march, came to the top of a little hill, whence they had a large prospect of the city and campaign (champaign) country underneath. Here they discovered the forces of the people of Panama, extended in battle array and when they perceived them to be so numerous, they were suddenly surprized with great fear, much doubting the fortune of the day. Yea, few or none there were but wished themselves at home, or at least free from the obligation of that engagement, wherein they perceived their lives must be so narrowly concerned.

Having been some time at a stand, in a wavering condition of mind, they at last reflected upon the straits they had brought themselves into, and that now they ought of necessity either to fight resolutely or die, for no quarter could be expected from an enemy against whom they had committed so many cruelties on all occasions. Hereupon they encouraged one another, and resolved either to conquer, or spend the very last drop of blood in their bodies. Afterwards they divided themselves into three battalions, or troops, sending before them one or two hundred buccaneers, which sort of people are infinitely dextrous at shooting with guns. Thus the Pirates left the hill and descended marching directly towards the Spaniards, who were posted in a spacious field, waiting for their coming.

As soon as they drew near them, the Spaniards began to shout, and cry, *Viva el Rey!* God save the King! and immediately their horse began to move against

the Pirates. But the field being full of quags and very soft under foot, they could not ply to and fro and wheel about, as they desired. The two hundred buccaneers who went before, every one putting one knee to the ground, gave them a full volley of shot, wherewith the battle was instantly kindled very hot.

Wild Bulls Used in Battle.

The Spaniards defended themselves very courageously, acting all they could possibly perform, to disorder the Pirates. Their foot, in like manner, endeavoured to second the horse, but were constrained by the Pirates to separate from them. Thus finding themselves frustrated of their designs, they attempted to drive the bulls against them at their backs, and by this means put them into disorder, but the greatest part of the wild cattle ran away, being frightened with the noise of the battle, and some few that broke through the English companies did no other harm than to tear the colours in pieces, whereas the buccaneers shooting them dead, left not one to trouble them thereabouts.

The battle having now continued for the space of two hours, at the end thereof the greatest part of the Spanish horse was ruined and almost all killed. The rest fled away, which being perceived by the foot, and that they could not possibly prevail, they discharged the shot they had in their muskets, and throwing them on the ground, betook themselves to flight, every one which way he could run. The Pirates could not possibly follow them, as being too much harassed and wearied with the long journey they had lately made. Many of them, not being able to fly whither they desired, hid themselves for that present among the shrubs of the sea-side. But very unfortunately, for most of them being found out by the Pirates, were instantly killed, without giving quarter to any. Some religious men were brought prisoners before Captain

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Morgan, but he being deaf to their cries and lamentations, commanded them all to be immediately pistoled, which was immediately done.

Soon after they brought a captain to his presence, whom he examined very strictly about several things, particularly wherein consisted the forces of those of Panama. To which he answered: Their whole strength did consist in four hundred horse, twenty-four companies of foot, each being of one hundred men complete, sixty Indians and some negroes, who were to drive two thousand wild bulls and cause them to run over the English camp, and thus by breaking their files put them into a total disorder and confusion. He discovered more, that in the city they had made trenches, and raised batteries in several places, in which they had placed many guns, and that at the entry of the highway which led to the city they had built a fort, which was mounted with eight great guns of brass, and defended by fifty men.

Captain Morgan, having heard this information, gave orders instantly they should march another way. But before setting forth, he made a review of all his men, wheroof he found both killed and wounded a considerable number, and much greater than had been believed. Of the Spaniards were found six hundred dead upon the place, besides the wounded and prisoners. The Pirates were nothing discouraged, seeing their number so much diminished, but rather filled with greater pride than before, perceiving what huge advantage they had obtained against their enemies. Thus having rested themselves some while, they prepared to march courageously towards the city, plighting their oaths to one another in general they would fight till never a man was left alive. With this courage they recommenced their march, either to conquer or be conquered, carrying with them all the prisoners.

They found much difficulty in their approach to the city. For within the town the Spaniards had placed many great guns, at several quarters thereof, some of which were charged with small pieces of iron, and others with musket-bullets. With all these they saluted the Pirates at their drawing nigh to the place, and gave them full and frequent broadsides, firing at them incessantly. Whence it came to pass that unavoidably they lost, at every step they advanced, great numbers of men. But neither these manifest dangers to their lives, nor the sight of so many of their own men dropping down continually at their sides, could deter them from advancing farther and gaining ground every moment upon the enemy. Thus, although the Spaniards never ceased to fire and act the best they could for their defence, yet notwithstanding they were forced to deliver the city after the space of three hours' combat.

The Pirates having now possessed themselves thereof, killed and destroyed as many as attempted to make the least opposition against them. The inhabitants had caused the best of their goods to be transported to more remote

and occult places. Howbeit they found within the city as yet several warehouses, very well stocked with all sorts of merchandize, as well as silks, cloths, linen, and other things of considerable value.

As soon as the first fury of their entrance into the city was over, Capt. Morgan assembled all his men at a certain place which he assigned, and there commanded them under very great penalties that none of them should dare to drink or taste any wine. The reason he gave for this injunction was, because he had received private intelligence that it had been all poisoned by the Spaniards. Howbeit it was the opinion of many that he gave these prudent orders to prevent the debauchery of his people, which he foresaw would be very great at the beginning, after so much hunger sustained by the way, fearing withal lest the Spaniards seeing them in wine, should rally their forces and fall upon the city, and use them as inhumanly as they had used the inhabitants before.

Morgan Sets Fire to the City.

Capt. Morgan, as soon as he had placed guards at several quarters where he thought necessary, both within and without the city of Panama, immediately commanded twenty-five men to seize a great boat, which had stuck in the port for want of water at a low tide, so that she could not put out to sea. The same day, about noon, he caused certain men privately to set fire to several great edifices of the city, nobody knowing whence the fire proceeded nor who were the authors thereof, much less what motives persuaded Capt. Morgan thereto, which are as yet unknown to this day. The fire increased so fast that before night the greatest part of the city was in flame.

Capt. Morgan endeavoured to make the public believe the Spaniards had been the cause thereof, which suspicions he surmised among his own people, perceiving they reflected upon him for that action. Many of the Spaniards, as also

some of the Pirates, used all the means possible either to extinguish the flame, or by blowing up houses with gunpowder, and pulling down others, to stop its progress. But all was in vain for in less than half an hour it consumed a whole street.

The Wealth of Old Panama.

All the houses of this city were built with cedar, being of very curious and magnificent structure, and richly adorned within, especially with hangings and paintings whereof part was already transported out of the Pirates' way, and another great part was consumed by the voracity of the fire. There belonged to this city (which is also the head of a bishopric), eight monasteries, whereof seven were for men and one for women, two stately churches and one hospital. The churches and monasteries were all richly adorned with altar-pieces and paintings, and huge quantity of gold and silver, with other precious things all of which the ecclesiastics had hidden and concealed.

Besides the above ornaments, here were to be seen two thousand houses of magnificent and prodigious building, being all or the greatest part inhabited by merchants of that country who are vastly rich. For the rest of the inhabitants of lesser quality and tradesmen, this city contained five thousand houses more. Here were also a great number of stables which served for the horses and mules that carry all the plate, belonging as well to the King of Spain as to private men, towards the coast of the North Sea. The neighbouring fields belonging to this city are all cultivated with fertile plantations and pleasant gardens, which afford delicious prospects to the inhabitants the whole year long,

The Genoese had in this city of Panama a stately and magnificent house belonging to their trade and commerce of negroes. This building likewise was commanded by Capt. Morgan to be set on fire whereby it was burnt

to the very ground. Besides which pile of buildings, there were consumed to the number of two hundred warehouses, and a great number of slaves who had hid themselves therein, together with an infinite multitude of sacks of meal.

The fire of all the houses and buildings was seen to continue four weeks after the day it began. The Pirates in the meanwhile, at least the greatest part of them, camped some time without the city, fearing and expecting that the Spaniards would come and fight them anew. For it was known that they had an incomparable number of men more than the Pirates had. This occasioned them to keep the field thereby to preserve their forces united, which now were very much diminished by the losses of the preceding battles, as also because they had a great many wounded, all of which they had put into one of the churches which alone remained standing, the rest being consumed by the fire. Moreover, besides these decreases of their men, Capt. Morgan had sent a convoy of one hundred and fifty men to the Castle of Chagre, to carry the news of his victory obtained against Panama.

They saw many times whole troops of Spaniards cruize to and fro in the campaign (champaign) fields which gave them occasion to suspect their rallying anew. Yet they never had the courage to attempt anything against the Pirates. In the afternoon of this fatal day Captain

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Morgan re-entered again the city with his troops, to the intent that every one might take up his lodgings, which now they could hardly find, very few houses having escaped the desolation of the fire. Soon after they fell to seeking very carefully among the ruins and ashes for utensils of plate or gold which peradventure were not quite wasted by the flames. And of such things they found no small number in several places, especially in wells and cisterns where the Spaniards had hid them from the covetous search of the Pirates.

The next day Capt. Morgan despatched away two troops of Pirates, of one hundred and fifty men each, being all very stout soldiers and well armed, with orders to seek for the inhabitants of Panama who were escaped from the hands of their enemies. These men, having made several excursions up and down the campaign (champaign) fields, woods and mountains, adjoining to Panama, returned after two days' time, bringing with them above two hundred prisoners, between men, women and slaves.

Escape of the Treasure Galleon.

The same day returned also the boat above mentioned, which Capt. Morgan had sent into the South Sea, bringing with it three other boats which they had taken in a little while. But all these prizes they could willingly have given, yea, although they had employed greater labour into the bargain for one certain galleon which miraculously escaped their industry, being very richly laden with all the King's plate and a great quantity of riches of gold, pearls, jewels and other most precious goods of all the best and richest merchants of Panama. On board of this galleon were also the religious women, belonging to the nunnery of the said city, who had embarked with them all the ornaments of the church consisting of a large quantity of gold, plate and other things of great value.

Panama City from the Tivoli Hotel, Pacific Ocean in the distance.
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The strength of this galleon was nothing considerable as having only seven guns and ten or twelve muskets for its whole defence, being on the other side very ill-provided of victuals and other necessaries, with great want of fresh water, and having no more sails than the uppermost sails of the main mast. This description of the said ship, the Pirates received from certain persons who had spoken with seven mariners belonging to the galleon, at such time as they came ashore in the cock-boat to take in fresh water. Hence they concluded for certain they might easily have taken the said vessel had they given her chase and pursued her, as they ought to have done, especially considering the said galleon could not long subsist at sea.

But they were impeded from following this vastly rich prize by gluttony and drunkenness, having plentifully debauched themselves with several sorts of rich wines they found there ready to their hands. So that they chose rather to satiate their appetite with the things above-

mentioned; than to lay hold on the occasion of such a huge advantage, although this sole prize would certainly have been of far greater value and consequence to them than all they secured at Panama, and other places thereabout

The next day, repenting of their negligence, and being totally wearied of the vices and debaucheries aforesaid, they set forth to sea another boat well manned, to pursue with all speed imaginable the said galleon. But their present care and diligence was in vain, the Spaniards who were on board the said ship having received intelligence of the danger they were in one or two days before, while the Pirates were cruizing so near them, whereupon they fled to places more remote and unknown to their enemies.

Take Prizes at Taboga.

Notwithstanding, the Pirates found in the ports of the islands of Tavoga and Tavogilla (Taboga and Taboguilla), several boats that were laden with many sorts of very good merchandize all of which they took and brought to Panama where, being arrived, they made an exact relation of all that had passed while they were abroad to Capt. Morgan. The prisoners confirmed what the Pirates had said, adding thereto, that they undoubtedly knew whereabouts the said galleon might be at that present, but that it was very probable they had been relieved before now from other places.

These relations stirred up Capt. Morgan anew to send forth all the boats that were in the port of Panama, with design to seek and pursue the said galleon till they could find her. The boats aforesaid, being in all four, set sail from Panama and having spent eight days in cruizing to and fro and searching several ports and creeks, they lost all their hopes of finding what they so earnestly sought for.

Taboga Village, Taboga Island, Panama Bay.
Isthmian-American & P.S.S. Line Agency & Advertising Bureau A. Pizzikowski.

Hereupon they resolved to return to the isles of Tavoga and Tavogilla. Here they found a reasonably good ship that was newly come from Payta, (Peru), being laden with cloth, soap, sugar and biscuit, and with twenty thousand pieces of eight in ready money. This vessel they instantly seized, not finding the least resistance from any person within her. Near to the said ship was also a boat, whereof in like manner they possessed themselves. Upon the boat they laded great part of the merchandize they had found in the ship, together with some slaves they had taken in the said islands. With this purchase they returned to Panama, something better satisfied of their voyage, yet withal much discontented they could not meet with the galleon.

The convoy which Capt. Morgan had sent to the castle of Chagre returned much about the same time, bringing with them very good news. For while Captain Morgan was upon his journey to Panama, those he had left in the castle of Chagre had sent forth to sea two boats to exercise piracy. These happened to meet with a Spanish ship, which they began to chase within sight of the castle. This being perceived by the Pirates that were in the castle, they put forth Spanish colours, thereby to allure and deceive the ship that fled before the boats. Thus the poor Spaniards thinking to find refuge for themselves under the castle and the guns thereof, by flying into the port, were caught in a snare and made prisoners where they thought to find defence. The cargo which was found on board the said vessel consisted of victuals and provisions that were all eatable things. Nothing could be more opportune than this prize for the castle, where they had begun already to experience great scarcity of things of this kind.

Torture of Prisoners.

This good fortune of the garrison of Chagre gave occasion to Capt. Morgan to remain longer time than he

had determined at Panama. And hereupon he ordered several new excursions to be made into the whole country round about the city. So that while the Pirates at Panama were employed in these expeditions, those at Chagre were busied in exercising piracy upon the North Sea.

Capt. Morgan used to send forth daily parties of two hundred men to make inroads into all the fields and country thereabouts, and when one party came back, another consisting of two hundred more was ready to go forth. By this means they gathered in a short time a huge quantity of riches, and a no lesser number of prisoners. These, being brought into the city, were presently put to the most exquisite tortures imaginable to make them confess both other people's goods and their own.

Here it happened that one poor and miserable wretch was found in the house of a gentleman of great quality, who had put on, amidst the confusion of things, a pair of taffety breeches belonging to his master with a little silver key hanging at the strings thereof. This being perceived by the Pirates they immediately asked him where was the cabinet of the said key. His answer was: He knew not what was become of it, but only that finding those breeches in his master's house, he had made bold to wear them. Not being able to extort any other confession out of him they first put him upon the rack, wherewith they inhumanly disjointed his arms. After this they twisted a cord about his forehead, which they wrung so hard that his eyes appeared as big as eggs, and were ready to fall out of his skull. But neither with these torments could they obtain any positive answer to their demands. Whereupon they soon after hung him up, giving him infinite blows and stripes while he was under that intolerable pain and posture of body. Afterwards they cut off his nose and ears and singed his face with burning straw, till he could speak nor lament his misery no longer. Then losing all hopes of hearing any confession from his mouth, they commanded a negro to run him through with

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a lance, which put an end to his life, and a period to their cruel and inhuman tortures. After this execrable manner did many others of those miserable prisoners finish their days, the common sport and recreation of these Pirates being these and other tragedies not inferior.

They spared in these their cruelties, no sex or condition whatsoever. For as to religious persons and priests, they granted them less quarter than to others, unless they could produce a considerable sum of money, capable of being a sufficient ransom. Women themselves were no better used, and Capt. Morgan, their leader and commander, gave them no good example on this point. For as soon as any beautiful woman was brought as a prisoner to his presence, he used all the means he could, both of rigour and mildness, to bend her to his pleasure, for a confirmation of which assertion I shall here give my reader a short history of a lady, whose virtue and constancy ought to be transmitted to posterity as a memorable example of her sex.

Morgan and the Constant Lady.

Among the prisoners that were brought by the Pirates from the islands of Tavoga and Tavogilla, there was found a gentlewoman of good quality, as also no less virtue and chastity, who was wife to one of the richest merchants in all of those countries. Her years were but few, and her

beauty so great as peradventure I may doubt whether in all Europe one could be found to surpass her perfections either of comeliness or honesty. Her husband at that present was absent from home, being gone as far as the kingdom of Peru, about great concerns of commerce and trade, wherein his employments did lie.

This virtuous lady, likewise, hearing that Pirates were coming to assault Panama, had absented herself thence in the company of other friends and relations, thereby to preserve her life amidst the dangers which the cruelties and tyrannies of those hard-hearted enemies did seem to menace to every citizen. But no sooner had she appeared in the presence of Capt. Morgan than he commanded they should lodge her in a certain apartment by herself giving her a negress, or black woman, to wait upon her, and that she should be treated with all the respect and regale due to her quality. The poor afflicted lady did beg with multitude of sobs and tears she might be suffered to lodge among the other prisoners, her relations, fearing less the unexpected kindness of the commander might prove to be a design upon her chastity. But Capt. Morgan would by no means hearken to her petition, and all he commanded, in answer thereto, was she should be treated with more particular care than before and have her victuals carried from his own table.

This lady had formerly heard very strange reports concerning the Pirates, before their arrival at Panama, intimating to her, as if they were not men, but, as they said, heretics, who did neither invoke the Blessed Trinity, nor believe in Jesus Christ. But now she began to have better thoughts of them than ever before having experienced the manifold civilities of Capt. Morgan, especially hearing him many times to swear by the name of God, and of Jesus Christ, in whom, she was persuaded they did not believe. Neither did she now think them to be so bad, or to have the shapes of beasts, as from the relations of several people she had oftentimes heard. For

as to the name of *robbers* or *thieves*, which was commonly given them by others, she wondered not much at it seeing, as she said, that among all nations of the universe there were to be found some wicked men, who naturally coveted to possess the goods of others.

Conformable to the persuasion of this lady was the opinion of another woman of weak understanding, at Panama who used to say, before the Pirates came thither, she desired very much and had a great curiosity to see one of those men called Pirates for as much as her husband had often told her that they were not men, like others, but rather irrational beasts. This silly woman at last happened to see the first of them, and cried out aloud saying: *Jesus bless me! these thieves are like us Spaniards.*

This false civility of Capt. Morgan wherewith he used this lady was soon after changed into barbarous cruelty. For three or four days being past, he came to see her and the virtuous lady repulsed him with all the civility imaginable and many humble and modest expressions of her mind. But Capt. Morgan still persisted in his disorderly request, presenting her withal with much pearl, gold and all that he had got that was precious and valuable in that voyage. But the lâdy being in no manner willing to consent thereto nor accept his presents, and showing herself in all respects like Susannah for constancy, he presently changed note and began to speak to her in another tone, threatening her with a thousand cruelties and hard usages at his hands.

To all these things she gave this resolute and positive answer, than which no other could be extorted from her: *Sir, my life is in your hands; but as to my body, in relation to that which you would persuade me to, my soul shall sooner be separated from it through the violence of your arms than I shall condescend to your request* No sooner had Captain Morgan understood this heroic resolution of her mind than he commanded her to be stripped of the best of her apparel and imprisoned in a darksome and stinking cellar.

Here she had allowed her an extremely small quantity of meat and drink, wherewith she had much ado to sustain life for a few days.

Under this hardship the constant and virtuous lady ceased not to pray daily to God Almighty for constancy and patience against the cruelties of Capt. Morgan. But he being now thoroughly convinced of her chaste resolutions, as also desirous to conceal the cause of her confinement and hard usage, since many of the Pirates, his companions, did compassionate her condition, laid many false accusations to her charge giving to understand she held intelligence with the Spaniards and corresponded with them by letters abusing thereby his former lenity and kindness.

I myself was an eye witness to these things here related, and could never have judged such constancy of mind and virtuous chastity to be found in the world, if my own eyes and ears had not informed me thereof. But of this incomparable lady I shall say something more hereafter in its proper place, whereupon I shall leave her at present to continue my history.

Preparations for Departure.

Capt. Morgan having now been at Panama the full space of three weeks commanded all things to be put in order for his departure. To this effect, he gave orders to every company of his men to seek out for so many beasts of carriage as might suffice to convey the whole spoil of the city to the river where his canoes lay.

About this time a great rumour was spread in the city of a considerable number of Pirates who intended to leave Capt. Morgan and that, by taking a ship which was in the port, they determined to go and rob upon the South Sea till they had got as much as they thought fit, and then return homewards by the way of the East Indies into Europe. For which purpose, they had already

gathered great quantity of provisions, which they had hidden in private places, with sufficient store of powder, bullets, and all other sorts of ammunition, likewise some great guns, belonging to the town, muskets and other things where with they designed not only to equip the said vessel but also to fortify themselves and raise batteries in some island or other, which might serve them for a place of refuge.

This design had certainly taken effect as they intended, had not Capt. Morgan had timely advice thereof given him by one of their comrades. Hereupon he instantly commanded the mainmast of the said ship should be cut down and burnt, together with all the other boats that were in the port. Hereby, the intentions of all or most of his companions were totally frustrated. After this Captain Morgan sent forth many of the Spaniards into the adjoining fields and country, to seek for money wherewith to

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ransom not only themselves but also all the rest of the prisoners, as likewise the ecclesiastics, both secular and regular. Moreover he commanded all the artillery of the town to be spoiled, that is to say, nailed and stopped up.

At the same time he sent out a strong company of men to seek for the Governor of Panama, of whom intelligence was brought that he had laid several ambuscades in the way by which he had to pass on his return. But those who were sent upon this design returned soon after, saying they had not found any sign or appearance of such ambuscades for, a confirmation whereof they brought with them some prisoners they had taken, who declared that the said Governor had had an intention of making some opposition by the way, but that the men whom he designed to effect it were unwilling to undertake any such enterprize so that for want of means he could not put his design in execution.

Prisoners Held for Ransom.

On the 24th of February of the year 1671, Captain Morgan departed from the city of Panama, or rather from the place where the said city of Panama did stand; of the spoils whereof he carried with him one hundred and seventy-five beasts of carriage laden with silver, gold and other precious things, besides six hundred prisoners, more or less, between men, women, children and slaves. That day they came to a river that passes through a delicious campaign (champaign) field, at the distance of a league from Panama.

Here Capt. Morgan put all his forces into good order of martial array in such manner that the prisoners were in the middle of the camp, surrounded on all sides with Pirates. At which present conjuncture nothing else was to be heard but lamentations, cries, shrieks and doleful sighs, of the many women and children, who were persuaded Capt. Morgan designed to transport them all and carry them into his own country for slaves. Besides that,

among all those miserable prisoners there was extreme hunger and thirst endured at that time, which hardship and misery Capt. Morgan designedly caused them to sustain, with intent to excite them more earnestly to seek for money wherewith to ransom themselves according to the tax he had set upon every one.

Many of the women begged of Capt. Morgan upon their knees, with infinite sighs and tears he would permit them to return to Panama, there to live in company with their dear husbands and children, in their little huts of straw which they would erect, seeing they had no houses until the rebuilding of the city. But his answer was: He came not hither to hear lamentations and cries, but rather to seek money. Therefore they ought to seek out for that in the first place, wherever it were to be had and bring it to him, otherwise he would assuredly transport them all to such places whither they cared not to go.

The next day when the march began, those lamentable cries and shrieks were renewed in so much as it would have caused compassion in the hardest heart to hear them. But Capt. Morgan, a man little given to mercy, was not moved therewith in the least. They marched in the same order as was said before; one party of the Pirates proceeding in the van, the prisoners in the middle, and the rest of the Pirates in the rear-guard, by whom the miserable Spaniards were at every step, punched and thrust in their backs and sides with the blunt end of their arms to make them march the faster.

Morgan Punishes Treachery.

That beautiful and virtuous lady of whom we made mention heretofore for her unparalleled constancy and chastity, was led prisoner by herself between two Pirates who guarded her. Her lamentations now did pierce the skies, seeing herself carried away into foreign captivity, often crying to the Pirates, and telling them: *That she had*

given order to two religious persons, in whom she had relied, to go to a certain place and fetch so much money as her ransom did amount to. That they had promised faithfully to do it, but having obtained the said money, instead of bringing it to her, they had employed it another way to ransom some of their own and particular friends.

This ill action of theirs was discovered by a slave, who brought a letter to the said lady. Her complaints, and the cause thereof being brought to the ears of Capt. Morgan, he thought fit to enquire thereinto. Having found the thing to be true, especially hearing it confirmed by the confession of the said religious men, though under some frivolous excuses of having diverted the money but for a day or two, within which time they expected more sums to repay it, he gave liberty to the said lady, whom otherwise he designed to transport to Jamaica. But in the meanwhile he detained the said religious men as prisoners in her place, using them according to the deserts of their incompassionate intrigues.

As soon as Capt. Morgan arrived upon his march at the town called Cruz, situated on the banks of the river Chagre as was mentioned before, he commanded an order to be published among the prisoners, that within the space of three days every one of them should bring in his ransom, under the penalty aforementioned of being transported to Jamaica.

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In the meanwhile he gave orders for so much rice and maize to be collected thereabouts as was necessary for the victualling of all his ships. At this place some of the prisoners were ransomed but many others could not bring in their moneys in so short a time. Hereupon he continued his voyage, leaving the village on the 5th day of March next following, and carrying with him all the spoil that ever he could transport.

From this village he likewise led away some new prisoners who were inhabitants of the said place. So that these new prisoners were added to those of Panama who had not as yet paid their ransoms, and all transported. But the two religious men who had diverted the money belonging to the lady, were ransomed three days after their imprisonment by other persons who had more compassion for their condition than they had shown for hers.

Pirates Searched for Valuables.

About the middle of the way to the castle of Chagre, Capt. Morgan commanded them to be placed in due order according to their custom, and caused every one to be sworn that they had reserved nor concealed nothing privately to themselves, even not so much as the value of a sixpence. This being done, Capt. Morgan having had some experience that those lewd fellows would not much stickle to swear falsely in points of interest, he commanded every one to be searched very strictly. both in their clothes and satchels and everywhere it might be presumed they had reserved anything. Yea, to the intent this order might not be ill taken by his companions, he permitted himself to be searhced, even to the very soles of his shoes. To this effect, by common consent, there was assigned one out of every company to be the searchers of all the rest.

The French Pirates that went on this expedition with Capt. Morgan were not well satisfied with this new

custom of searching. Yet their number being less than that of the English, they were forced to submit to it as well as the others had done before them. The search being over, they re-embarked in their canoes and boats, which attended them on the river, and arrived at the castle of Chagre on the 9th day of the said month of March. Here they found all things in good order, excepting the wounded men, whom they had left there at the time of their departure. For of these the greatest number were dead, through the wounds they had received.

Division of Spoils.

From Chagre, Capt. Morgan sent presently after his arrival, a great boat to Porto Bello, wherein were all the prisoners he had taken at the Isle of St. Catharine, demanding by them a considerable ransom for the castle of Chagre, where he then was, threatening otherwise to ruin and demolish it even to the ground. To this message those of Porto Bello made answer: They would not give one farthing towards the ransom of the said castle, and that the English might do with it as they pleased. This answer being come, the dividend was made of all the spoil they had obtained in that voyage. Thus every company, and every particular person therein included, received their portion of what was got, or rather what part Capt. Morgan was pleased to give them. For so it was, that the rest of his companions, even of his own nation, complained of his proceedings in this particular, and feared not to tell him openly to his face that he had reserved the best jewels for himself. For they judged it impossible that no greater share should belong to them than two hundred pieces of eight *per capita*, of so many valuable booties and robberies as they had obtained. Which small sum they thought too little reward for so much labour and such huge and manifest dangers as they had so often exposed their lives to. But Capt. Morgan was deaf to all these

and many other complaints of this kind, having designed in his mind to cheat them of as much as he could.

Morgan Takes French Leave.

At last Capt. Morgan finding himself obnoxious by many obloquies and detractions among his people, began to fear the consequences thereof and hereupon thinking it unsafe to remain any longer time at Chagre, he commanded the ordnance of the said castle to be carried on board his ship. Afterwards he caused the greatest part of the walls to be demolished, and the edifices to be burnt, and as many other things spoiled and ruined as could conveniently be done in a short while.

These orders being performed, he went secretly on board his own ship, without giving any notice of his departure to his companions, nor calling any council as he used to do. Thus he set sail and put out to sea, not

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Ancon, showing palm trees planted by the French—Panama.
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bidding anybody adieu, being only followed by three or four vessels of the whole fleet. These were such (as the French Pirates believed) as went shares with Capt. Morgan towards the best and greatest part of the spoil which had been concealed from them in the dividend.

The Frenchmen could very willingly have revenged this affront upon Capt. Morgan and those that followed him, had they found themselves with sufficient means to encounter him at sea. But they were destitute of most things necessary thereto. Yea, they had much ado to find sufficient victuals and provisions for their voyage to Jamaica, he having left them totally unprovided of all things.

The Fall of Old Panama.

(Written by the late Mr. James Stanley Gilbert of Colon, and published by him in "Panama Patchwork." Reprinted through the kind permission given the publisher of this book, by the author, prior to his death.)

His Catholic Majesty, Philip of Spain,
Ruled o'er the West Coast, the Indies and Main;
His ships heavy laden with pesos and plate,
Sailed o'er the South Sea with tribute of state.
From Lima and Quito his galleys pulled forth
For Panama pearls and gold of the North;
And cargoes of treasure were sent overland
While his soldiers kept guard from the gulf to the strand.
From Panama Bay to the port "Name of God"
Long freight trains of slaves thro' the dense forests trod;
Then, some through the straits and some from the main,
King Philip's good ships sought their owner again.

On England's grand throne great Elizabeth reigned,
And on sea and on land her power maintained;
O er the hearts of her subjects, o'er the conquests they made,
O'er their lives and their fortunes her sceptre she swayed,
But her title of "Queen of the Seas" to dispute
King Philip essayed from the land of the lute;
And velvet-clad Dons cast their love-songs aside
To battle the English, and wind, wave and tide.
In many and mortal affray they engaged,
And bravely and fiercely the struggle they waged,
But the men of old Devon---those stout hearts of oak----
As often successfully parried each stroke.
The Drakes and the Gilberts, the Grenvils and Leighs,
The Oxenhams, Raleighs---the props and the stays
Of England's first greatness---were the heroes of old
Who helped Britain's queen with the Spanish king's gold.
They robbed the arch-robber of ill-gotten gain,
And brought England the glory they wrested from Spain.
His galleons they captured, his treasure trains seized----
Outfought him abroad and with zeal unappeased.
At home they defeated the Armada's great fleet,
And laid a world's spoil at Elizabeth's feet.

—

Alas, that such deeds should grow dim with the years!
Alas, that such men should have trained buccaneers!
That from such examples---so noble, so true----
A race of marauders and ruffians grew!
That friends such as Morgan should follow the wake
Of men like John Oxman and Sir Francis Drake,
Who swore by the oak, by the ash and the thorn,
God helping them always, to sail round the Horn
To fair Panama and the placid South Sea,
Which they saw one day from the top of a tree!
For old England's glory their standard to raise,
To cruise the Pacific and its isle-dotted bays.

—

Four miles from where Ancon looks down on the New,
Stood Old Panama, whence Pizarro once drew

The bravest of followers Peru to obtain
And her Incas subject to the power of Spain;
There once stood cathedrals and palaces fair,
Whose altars and vessels and tapestries rare
Were the pride of the people whose opulence then
Was the envy of kings, and the longing of men;
Where once stately streets to the plains stretched away,
And warehouses skirted the vessel-lined bay;
Where plantations and gardens and flowering trees
Once perfumed the tropical evening breeze----
Stands naught but a ruin half hidden from view,
A pirate's first gift to his blood-thirsty crew!

—

From sacked Porto Bello redhanded they came,
All bloodstained from conquest unworthy the name,
To the mouth of the Chagres, where, high on the hill,
San Lorenzo kept guard, to plunder and kill
Its devoted defenders, who courageously fought
For homes, wives and children, accounting as naught
Their lives held so precious, so cherished before,
Could they drive the fierce pirates away from their shore.
Three days they repulsed them, but to find every night
The foe still upon them in ne'er-ending fight.
Their arms could not conquer the powers of hell!
San Lorenzo surrendered---ingloriously fell!
Burned, famished and bleeding from many a wound,
They lay while their stronghold was razed to the ground.

—

On, on, up to Cruces the buccaneers sped,
But to find it in ashes, its inhabitants fled.
Yet on and still on, with Morgan ahead,
They pressed down the road that to Panama led.
Nine days through the forest unbroken they tramped,
And at last on a mount near the city encamped.
Before them the ocean for leagues away rolled:
Below them the islands lay bathed in the gold
Of the sun that, just setting, looked mournfully down
On the last day of life of the ill-fated town;

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While around them the plains with groves of bright trees
Sheltered cattle and fountains their wants to appease.
The famed "golden cup" lay filled at their hand,
And to drain it at sunrise the buccaneers planned.
"Oh ho, for the morrow!" quoth Morgan the bold.
"Oh ho, for the day and the tale to be told!"

—

The dawn's faint purple had scarce 'gan to light
The peak of Ancon, erst hid in the night,
When the blare of the trumpet and beat of the drum
Made known that the day of the struggle had come.
In the camp of the pirates "To arms!" is the cry;
"Press forward, my hearties, our treasure is nigh!
Avoid the main road---there are ambuscades there----
Push on through the forest, your firearms prepare!"
Now out on the hill, still called the "Advance,"
The buccaneers over their enemy glance.
Before them they see in the full light of day
The Spaniards drawn up in battle array.
Two squadrons of horse, four thousand of line,
With bullocks and peons their forces combine.
And then, were it safer for them to retreat,
Would Morgan have ordered the signal to beat?
Too late it is now---it is triumph or die!
Though desperate to battle, 'twere folly to fly!
'Tis useless to falter! On, onward my men!
We have won against odds, we shall win once again!

—

And "On!" cry the Spaniards, shouting "*Vira el Rey!*"
Our numbers are greater! Ours, ours is the day!
Our bullocks will rout them! Huzza for old Spain!
The gore of the thieves shall enrich the plain!"
Alas, for the hopes so sadly mispla ced,
For never before such a foe had they faced!
No Indians now, but trained men of might,
Who had learned in stern schools to die and to fight.
Two hours they fought 'neath the tropical sun,
Then threw down their muskets and---Morgan had won!

The verdant savanna like a great river runs
With the blood of six thousands of Panama's sons!
"On, on to the city!" cries Morgan the bold!
"Oh, ho 'tis the day, and the tale is soon told!

—

"Fire, pillage and slaughter!" the order goes round
Till palace and cottage are burned to the ground;
Till cathedral and warehouse no treasures contain,
And in the whole city no gold doth remain;
Till mother and daughter are captured and chained
With father and brother, or ransom obtained.
Monasteries and hospitals—down with them all!
Leave not a stone standing on yon city wall!
"Oh, ho, 'tis the day!" quoth Morgan the bold!
"Oh, ho, 'tis the day, and the tale is now told!"

—

O demon insensate! O offspring of hell!
What pen may thine awful enormities tell!
How picture the cruelties, useless and vain,
Upon the march back through the forest again!
Old men tottering feebly 'neath Time's hoary crown,
Frail women in chains and with burdens borne down,
Fresh youth and grown man and the child but just born,
Scourged pitilessly on with the lash and the thorn,
While sobs, lamentations and shrieks of despair
Unceasingly freighted the soft summer air!
The ink turns to tears and corrodes the sad pen
O'er the torture at Cruces repeated again.
There, under the shade of the broad mango trees----
'Mid anguish that nothing may ever appease----
Are parents and children and husbands and wives,
Condemned without mercy to horrible lives!

—

Then back down the Chagres the buccaneers hie
To where ships near the castle awaiting them lie;
And embarked with his slaves, his treasure and gold,
Once again for Port Royal sails Morgan the bold!

THE FOUNDING OF NEW PANAMA.

When the news of the destruction of Old Panama reached the ears of the Conde de Lemos, then Viceroy of Peru, he was so deeply chagrined over the affair, that he immediately took steps resulting in the removal of the defeated governor, Don Juan Peréz de Guzmán. At the same time he represented to the Queen Regent of Spain, María Anne of Austria, the necessity of issuing a decree providing for the rebuilding of the city on a new site.

Between the burning of the old city and the building of the new, nearly two years elapsed. During this time the survivors had erected temporary homes on and around the old site, which were thrice visited and destroyed by conflagrations before the removal to the new town took place.

Up to the year 1905, the exact date of the foundation of the present city had been lost sight of, all the Spanish histories being at fault on this important point. On March 28, 1905, the President of the Municipal Council of Panama, Ciro L. Urriola, acting under official instructions of that body, addressed letters to the Director of the Archives of Simancas; to the Director of the Archives of the Indias at Seville, and to the Director of the National Library at Madrid requesting information as to the exact date the new city was commenced. After an exchange of communications covering some months, the certified copies of two documents were submitted by the Director of the Archives of the Indias, Pedro Torres Lanzas, together with plans of the old and new cities. The documents were:

1. Cedula providing for the fortifications of the new city, dated October 31, 1672.

2. Letter treating of the change of the city, and outlining same, accompanied by the acts of the Council upon said change and delineation, and allotting sites for public buildings.

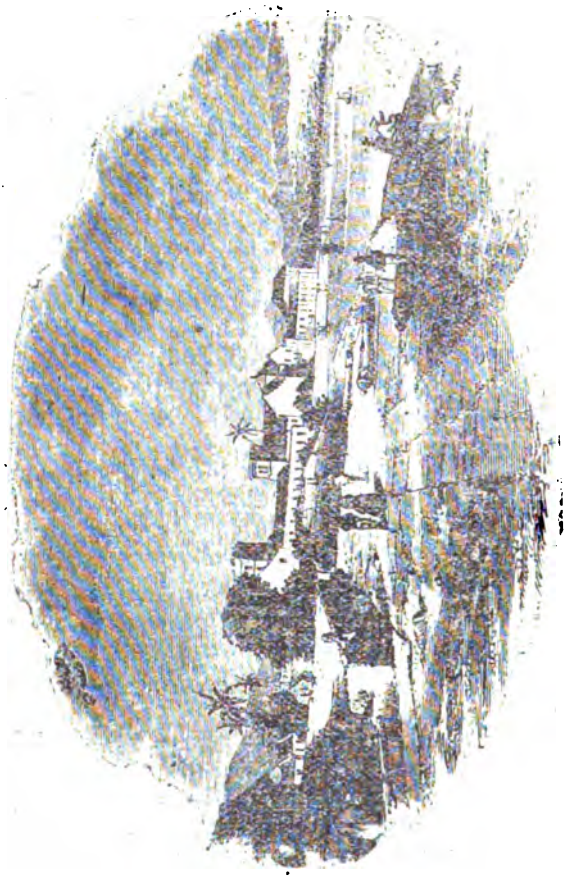
The signing by the Spanish Queen of the decree authorizing the changing of the site of Panama on October 31, 1672, has been adopted and is now observed as the anniversary of the founding of the new city, although the document relating to the plan and lines of the town shows that the inauguration ceremonies in connection with the establishment of the new site were actually held on the 21st of January, 1673.

The important task of supervising the building and fortifying of the new town was confided to Don Antonio Fernández de Córdoba, a Spanish cavalier of high rank who reached the Isthmus in 1672, with the title of Governor of the Province of Tierra Firme, and President of the Real Audiencia. Córdoba only saw the work of reconstruction commence, his death occurring the year following his arrival.

The Queen's cedula or decree on the fortifications of the new city refers to the site of Ancon, as "Lancon", evidently an error or misprint, as the correct spelling appears in documents of a little later period.

In this cedula is set forth the necessity of first providing the city with adequate defenses, making them as strong as possible, but not to start the general work until the plans had been submitted to the Crown for consideration and approval.

As to the question of means, the Queen wrote, "Advise the Viceroy of Peru, with an estimate of the cost, that he may with this notice get the means in conformity with this order". Continuing the document reads, "I charge you (Cordoba) with much care that I have sent you to this place to apply the means furnished for this work, without diverting it to other things. To this end form in the city a Council, in which you will be present, with two judges, a treasurer, two of the oldest secular representatives, and the attorney general of the city who with the help of the officials of the Royal Treasury, will allow the expense and employ the rents remitted you by the Viceroy of Peru,



VIEW OF SEA WALL OF PANAMA AT AN EARLY DAY
(PASEO DE LAS BOVEDAS.)
BY COURTESY OF G. ANDRIVE & CO.

with whom you will communicate very frequently on these points..... I hope that your experience, prudence, activity and faithfulness, which you have always shown, will conduce to the service of the king, my son, and to these subjects, and that you work in everything as it ought to be done".

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In a decree drawn up by the attorney general of the city and signed March 10th, 1673, it appears some opposition had developed on the part of those who had already commenced to rebuild their ruined homes at Old Panama, to the change to the new site at Ancon. He wrote requesting that some one be sent to the Isthmus without delay with plenary powers to execute the change, and to compel the inhabitants of Old Panama and vicinity, "without exception", to move to the new site.

He suggested as an inducement to persons of standing an exemption from taxes, upon their agreement to commence building their houses and offices on the new site within two months from the date of this decree, and to occupy them within the year.

He urged forced compliance as to removal in order as the document reads, "That the point which is now populated (Old Panama) may be razed to the ground on account of the risk of enemies coming in the meantime and taking possession, thereby putting a stop to commercial traffic. This demolition will not only help in the new foundations, but will furnish convenient material with which to build the new houses, and at the same time will put a stop to all points of doubt that might delay the execution of the decree".

The decree also prohibited the use of lamps, or rather censers, as they were then known, in the houses at

Old Panama, thereby avoiding danger of future conflagrations from which they had suffered frequently since Morgan's raid. It further provided that just rents should be paid up to the time of the change, and that the people could not be deprived of their homes until four months succeeding the announcement of the decree. The original of this rare document bears the signature of Cordoba, the attorney general, Don Luis de Lossada Quiñones, Don Andres Martinez de Amileto, and the Secretary, Don Diego Juan Aranda Grimaldo.

The signatures were attested by Augustin de Urrutia, with his rubica, and his signature and identity attested in turn by three others, each with his rubica.

The ceremonies in connection with the inauguration of work on the new city, held January 21, 1673, were participated in by Governor Cordoba, and all the notables, civil, military and secular. With the assistance of the military engineer, the Governor indicated the lines on which the principal plaza should be laid out, the location of the Cathedral, and the cemetery alongside. The cemetery was abandoned many years ago, but the old Cathedral still rears its twin towers skyward, and is as solid an edifice today as when it was first built. In connection with the cemetery, it might be interesting to note that while the water works force was excavating on Sosa Street in 1905, they ran across and unearthed a great many bones of the early settlers.

The inaugural ceremonies were conducted with all the pomp and ritual common to the Catholic Church at that time. The Bishop and his assistants pronounced a blessing on the Cathedral and cemetery site, and put one large and two small crosses in the center of the plaza. The Governor likewise indicated the site for the convent, now occupied by the store of D. Cardoze and the government telegraph office on Avenue B. Capt. Juan Hidalgo Balcera, Mayordomo of the convent, took occasion to call attention to the fact there was a quantity of building tim-

ber already available near the site, and that furthermore a ship had just entered the bay with a load of building materials, urging that it would be a good thing to commence work on the convent first, so that this constituted the first building of consequence to be erected in the new city.

The Queen's injunction to build the new city's fortifications strong and well were heeded as evidenced by the huge wall of masonry that today extends around a large section of the shore front of the city. These walls commenced in Cordoba's time were not completed until many years afterward under the government of Alonso Mercado de Villacorta. The fortifications are estimated to have cost upwards of ten million dollars in money, principally furnished from Peru. This does not take into account the forced labor employed in their construction. The story has been handed down how a sovereign of Spain was seen standing at a window of his palace one day looking toward the west with a disturbed expression on his features. A courtier made bold to inquire what he was looking at. "I am looking", replied the King, his face relaxing into a grim smile, "for those costly walls of Panama. They ought to be visible even from here".

THE ISTHMIAN BUBBLE OF 1698.

The Darien region was the scene of the first attempt by Europeans, other than subjects of Spain, to obtain a commercial foothold on the Spanish Main. For some time prior to 1695, William Patterson, one of the founders of the Bank of England, had been nourishing a project of commercial expansion of considerable magnitude. It was his idea to establish colonies in various parts of the

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Orient, as well as the Occident, to build up a trade between these points and his country, Scotland. Under royal charter, a company was formed, and in the year 1698 five vessels with more than a thousand Scottish emigrants on board set sail for the Isthmus. From returning buccaneers Patterson learned what a key to the trade of the South Sea the Isthmus really was, and induced him to send his first colony to that point.

The colonists landed at a place on the north coast of Darien, known to day as Puerto Escoces. Here on a small bay which they named Caledonia, the immigrants founded the settlement of New Edinburgh, located about 75 miles to the north-west from Cape Tiburón on the Gulf of Urabá. They built some fortifications, establishing two batteries of 52 cannons each. Only a few months elapsed however, before the effect of the tropical climate and its fevers became apparent on the hardy men of the north, and before the end of the first year arrived only a remnant of the original colony remained. In the meantime other emigrants had been sent out from Scotland, but they fared even worse than the first comers. About this time the Spaniards learned of the full scope of Patterson's designs toward the South Sea trade, and determined to frustrate it. An expedition was sent against the colony at New Edinburgh and met with but little resistance. The captured survivors were thereupon deported.

View of part of the shipping in Colon -- Panama.
Isthmian-American & P.R.R. News Agency & Advertising Bureau A. Bienkowski

Patterson did not give up his plan without a further effort, and endeavored to plant another colony, this time on the Pacific Ocean and away from Panama, but acting under orders from Spain, Lieut. General D. Juan Diaz Pimiento, Captain-General of the province, took the necessary steps to prevent it.

TROUBLE WITH INDIANS, 1710-90.

The period from 1710 to 1790 was principally marked by frequent battles between the Spaniards and the Indian tribes of the Darien. Early in the century, Catholic missionaries from Spain founded several places in this region, but in 1719 the savages rose and destroyed them all. In 1740, Lieut. General D. Dionisio Martinez de la Vega entered into a treaty of peace with the Indians, and soon after the Viceroy of Santa Fe, Don Sebastian de Eslava, and the Governor of Panama, acting in conjunction sent out four Jesuit priests, two to the north, and two to the south, in the Darien region, and these founded Yaviza, a town located on the Chucunaque River, the largest affluent of the Tuira, or Tuyra, the principal river in the Darien emptying into the Pacific. Yaviza to-day is an outpost on the forbidden frontier of the Darien Indians. To this point travelers can go with safety, but a further journey inland would be exceedingly risky. Although Yaviza is located fifty miles or so from the coast, tide water does not end for several miles past the town.

Notwithstanding the efforts of the Jesuit priests to obtain a foothold in this region, it was not long after before the Indians planned an uprising and the missionaries had to flee for their lives. In 1784, forts were established

on the Sabana, Chucunaque and Tuira Rivers; also on the coast of the Gulf of San Miguel, but six years later upon conclusion of another treaty with the Indian chiefs, these were abandoned. Since then the Indian tribes of that region have been more or less independent, the Government of Colombia having exercised only a nominal rule over them. The Republic of Panama to date has also been content to leave them to their own devices. On one occasion the Colombian Government sent a force of 500 men against them, but this expedition was defeated.

The only other incident in Isthmian history during the eighteenth century worth relating, was the landing of a band of desperadoes and cutthroats on the Caribbean coast, near Porto Bello, made up of the scum of several nations, These at once commenced assaulting and robbing wherever possible, and finally crossed the Isthmus to the Pacific, where they were hunted down and scattered. Some were taken to Cartagena and executed; others died at the hands of the Indians, and still others sought refuge in the caves of San Blas, where they subsisted by fishing. A few of these later started plantations, but they were a restless lot ever keen for desperate deeds, and they soon got into trouble with the Indians who rose against them in 1758, and killed ninety of them. The rest left the country immediately after.

INDEPENDENCE FROM SPAIN, 1821.

The provinces of Panama and Veraguas that composed the Isthmus from 1719 to 1821, and which formed a part of the *Virreinate* of Santa Fé, were among the last to be emancipated from the power of Spain, despite

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the fact that the decisive battle of Boyacá, which made an end forever to Spanish dominion in Colombia, had been fought and won by Simon Bolivar over two years before, namely, August 7, 1819. This was due to the large armed force maintained by Spain on the Isthmus. The forts of San Lorenzo and Porto Bello were well garrisoned, while the city of Panama was at all times kept in a state of perfect defence.

To the little town of Los Santos, capital of the province bearing the same name, belongs the honor of making the first open manifestation for liberty, and this was brought about in the following way: In 1819, a small club was formed in Panama, consisting of influential citizens, for the purpose of carrying on a secret revolutionary propaganda. Agents were sent to the interior towns to organize other societies for the fomenting of a revolutionary sentiment among the population. The little society at Los Santos became so enthusiastic that it boiled over, and

one day the members turned out en masse and made a public demonstration in favor of freedom.

Early in 1821, Gen. Juan de la Cruz Murgeon arrived at Panama, having been appointed by the Spanish Government to the post of Captain-General and President of Quito. He was further promised the post of Viceroy of Santa Fé, if he could recover control of two-thirds of the *Virreinate*. This he very soon saw was impossible, and on October 22nd of the same year embarked for Quito to exercise his title of President, leaving in command of the provinces on the Isthmus, Lieut.-Col. José de Fábrega, whom he then promoted to the grade of Colonel.

Col. Fábrega was Isthmian born, and when he saw that he was to be the arbiter of the fate of the Isthmus, he resolved to throw in his lot with his liberty-aspiring countrymen. Thereupon, a general meeting of all the civic corporations, military and church organizations in Panama was called, and on November 28, 1821, before a large and enthusiastic crowd, the independence of the Isthmus from Spanish mis-rule became an accomplished fact. Fábrega himself, was an interested spectator of this event.

Some of the Spanish troops still remaining loyal to the Crown, debated amongst themselves their future course of procedure, but realizing the helplessness of their position, without a commander, with enemies on every hand, and without hope of reinforcements, they decided prudence the better part of valor, and laid down their arms. Thus was independence gained without the shedding of a drop of blood. Isthmian history came near to repeating itself eighty-two years later when the independence of the Republic of Panama was attained, with the loss of but one life, that of a Chinaman.

The same year that the Isthmus threw off the yoke of Spain, Simon Bolivar termed "The Liberator" sent over a force under Gen. Montilla from Cartagena to assist the local patriots, but upon their arrival found that the

Isthmian people had already secured their independence through favoring circumstances.

THE ISTHMUS IN THE DAYS OF '49.

The discovery of gold in California, and the lack of a safe and rapid transcontinental means of getting to the desired goal, induced many thousands of treasure hunters to seek the Isthmian transit. During the seven or eight years succeeding the first find of gold on Sutter's Creek, it is estimated that not less than $40,000,000 in gold, $12,000,000 in silver, and 25,000 passengers were annually transported across the Isthmus on pack-mule trains. By 1853 the rush was on in earnest, and according to official figures the output of gold in California for that year reached the highest mark in its history, namely, $66,000,000.

The sudden development of the pack-mule train business on the Isthmus by reason of the discovery, attracted to the country a large number of Chileans, Peruvians, Indians and mixed breeds, many of whom came not to engage in an honest business, but to plunder, rob and murder. A rich field was at once opened to them on account of the demand for pack-mule trains, a business in which the majority of them were expert. The Panama newspapers of those days are filled with stirring accounts of assault and robbery, and many pathetic incidents of people who had reached Panama successful and happy only to be robbed and frequently murdered in making the transit to the other side.

Often ships would arrive from California with from one to two millions of dust and bullion on board, and with half as much again probably secreted about the person, or

in the baggage of passengers who trusted nobody but themselves, not even the ship's strong box. On one occasion several boxes of gold arrived at New York, apparently intact, but when opened it was discovered that from forty to fifty per cent. had been stolen. The rifling was accomplished by the aid of a certain shaped boring apparatus that would bring out as much as desired of the contents of the boxes, and fill in again with sand, until the original weight was reached. The holes in the boxes were then plugged and sealed so neatly that they could not be detected, except upon close examination.

As a usual thing however, this method was too laborious, and bands of armed men made open attacks on pack trains, assisted by confederates acting as guards, or drivers. In January, 1851, the S. S. Northerner arrived from San Francisco with $2,600,000 in gold dust and treasure on board, and carrying 500 passengers. Many of the latter had their newly gained wealth concealed in their baggage. Immediately after the steamer's arrival, preparations began for the pack across. The start was made, and at a place called Cardenas, about one day's journey from Panama by mule back, the passengers were attacked in broad daylight by a large body of armed men. In the fight that followed some few of the passengers succeeded in withdrawing with their pack trains unobserved, but the robbers managed to capture two mule loads of treasure, amounting to about $120,000.

During the fight, the leader of the band, a Chilean, was shot and killed. The affair had hardly terminated when reinforcements arrived to the aid of the passengers. The robbers thereupon fled into the woods, but were promptly pursued. Some were killed, others taken prisoners, while several boxes of gold were recovered in the nick of time, the thieves being come upon just as they were about to bury the treasure in the ground.

One of the pathetic incidents of the period was the case of seven men returning from California, who started

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across the Isthmus in company, to take ship on the other side. They were not heard of again until one day a man came across some bodies half-devoured by the buzzards. An investigation was started, and it was conclusively proven that the seven men had been waylaid and murdered. The men were artisans on their way home, and had with them a chest of tools. This chest from its weight and appearance led one of the numerous gangs of robbers to believe that it contained treasure. They offered themselves as pack-train men, were accepted, and at a certain point on the road the travelers were set upon and killed. Among the effects of the dead men were found a master mason's apron, and other emblems of the order, which increased the desire to run the guilty parties to earth. This was shortly accomplished. The pack-train men were arrested, confronted with the evidence, and confessed. Subsequently they were all taken to Panama and shot.

These and similar occurrences aroused the authorities to take some decisive action toward putting down the out-

rages. All that were caught in robberies were given short shrift. Usually, if found guilty, they were immediately shot. Then too, the returning Californians, being previously advised of the insecurity of the transit, provided themselves against these emergencies, as the robber bands found out to their cost. In one case, a pack-train carrying British bullion from South America was attacked on the trail. The party put up so stiff a defense that several of the thieves were killed, and the remainder put to rout.

The record of those times go to show that many a returning treasure seeker never reached home and loved ones again, but left his bones to bleach on the Cruces trail. A couple of years ago, a native living near the trail ran across a quantity of coins, discolored with age. He brought them into Panama and showed them at a local bank. Many of the coins were gold, and all bore dates of the period when the Cruces trail was the main traveled road of the gold hunters of California. They had evidently formed a part of some robber's hoard.

Lola Montez "of Paris and Panama."

Among the many thousands of persons that passed over the Isthmus from all parts of the world in the mad rush for California, none attracted greater attention on the streets of Panama than Lola Montez, in the zenith of her world-wide fame, and owning to the distinction of being the most wonderful dancer of her day.

The fair Lola, known in private life as the Countess Landsfield, left Paris in December, 1851, on an American tour. On the eve of her departure the Paris press said of her:

"Lola Montez is bidding us farewell, and leaves us for America. Whoever ye be, young or old, rich or poor, it is impossible for you not to have heard of Mme. Comtesse Landsfield, the butterfly known as Lola Montez. The laurels won by Fannie Elssler and Jenny Lind has driven sleep from her eyes. She too wishes to conquer. Farewell then, Mme. Comtesse, may America be propitious to you. If a handful of adventurers under Cortez effected the conquest of Mexico, why should not Lola Montez triumph over the New World."

The writers in the Paris press in acknowledging her peculiar and fascinating beauty, said that dancing was not an art with her, but natural, like the singing of a bird.

In touring the United States, Loa caught the gold fever, and arrived on the Isthmus on her way to California in May, 1853. She appeared on the streets of Panama in men's clothes. and armed with a riding whip, presented a picturesque and striking figure. On one occasion, a young man of the town had the temerity to pull the tail of her coat. She turned upon him in terrible anger, and raising her whip struck the offender a sharp blow in the face which left its mark for many a day.

Love Me, Love My Dog.

While at Gorgona on her way across the Isthmus, she ordered the hotel keeper to fit up a cot in the room she had engaged for the night, for her dog, which was her inseparable companion. The host remonstrated stating that all of his cots were occupied and that many of his guests had to content themselves with sleeping on the floor. "I think Madame," he said, "that your dog can sleep very well for one night on the floor." "Sir," replied the Countess, removing a Havana from her pretty lips, "I do not care where or how your guests sleep, but I would have you to know that my dog has slept in palaces. Get me the cot immediately and say no more about it." The now frightened hotel keeper obeyed, and the next morning

charged five dollars in the bill for the dog's bed. To this the Countess objected, and on the landlord insisting that the bill should be paid, she pulled out her pistol, and threatened to settle not only the bill, but the hotel keeper as well, for extortion. There was no further argument.

A representative of the "Panama Star" interviewed the artiste on May 9, 1853, at the Cocoa Grove Hotel and wrote an account of it as follows:

> "Instead of meeting a giantess in appearance, and a person of masculine manners as was expected, we were most agreeably surprised when on presentation to the Countess, to find her a lady of ordinary stature, and of rather delicate frame, possessing the most regular and handsome features, with a pair of brilliant and expressive eyes, and withal an exceedingly winning address. We were still more surprised when on extending her hand, to find it so diminutive."
>
> "During an hour's conversation with the Countess, we could observe no peculiarity about her, beyond what we would desire to see in any well educated woman, possessing a degree of assurance peculiar to people who have traveled much, thus enabling her to give expression to her thoughts without any of that simpering mock modesty which makes many people appear ridiculous."
>
> "It was not until after dark, and as we were about to take our leave, that we had a fair opportunity to judge of the courageous daring of this remarkable woman. One of the guests of the hotel who had been taking a walk about the grounds was attacked and an attempt made to shoot him. Lola Montez immediately went to where it was going on and rendered what aid possible, returning with the guest to the house. In all the excitement, there was no desire to faint, or expression of fear on her part. She cross-questioned the guest thoroughly, but the affair remained a mystery."

The stay of Lola Montez on the Isthmus was not of long duration, but she expressed great pleasure over her visit, and it was many a day before the memory of her and her queer attire was forgotten.

Oceans Linked by Steel Ribbons, 1855.

The possibilities incident to the construction of a railroad across the Isthmus early attracted the attention of capitalists and others. The first move in this direction was made in 1835 when, pursuant to a resolution offered in the United States Senate by Henry Clay, President Andrew Jackson appointed Charles Biddle a commissioner to visit the different routes on the continent of America best adapted for interoceanic communication, and to report thereon with reference to their value to the commercial interests of the United States. Mr. Biddle came to the Isthmus and accompanied by Don Josè Obaldía at that time a member of the Colombian Congress, la'ter visited Bogota where, after repeated delays, he secured from the government a decree giving him the right to build a railroad across the Isthmus. He returned to the United States in 1837, but died before he was able to make a report.

In 1847, a French syndicate headed by Mateo Kline obtained an option on the proposed undertaking from the Government of New Granada which, however, was permitted to lapse the following year. The rush of the goldseekers

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to California in '49 and the lack of a safe and rapid means of transit across the Isthmus, about which much complaint was made at the time, induced a group of American capitalists to interest themselves in the project. In this year a company was formed by William H. Aspinwall, John L. Stephens and Henry Chauncy of New York City under the name of the Panama Railroad Company. This company secured a concession from the Republic of New Granada giving it the exclusive privilege of constructing a railroad on the Isthmus in which was incorporated a provision that no negotiations looking to the building and operation of a ship canal could be concluded without the consent of the railroad. The concession was made for a period of forty-nine years dating from the completion of the road. The time given for completion was six years from the date of signing the contract In 1867 when the name of the Republic of New Granada was changed to that of Colombia the concession was extended for a period of ninety-nine years, thus making the entire term of the grant 118 years from the date of completion. At the expiration of this time, the concession provided that the railroad and appurtenances should be turned over to the Colombian Government in fee simple, with no rights for ceding or selling to any foreign government.

When the French canal company sought from the Colombian Government a concession to construct a canal across the Isthmus, it found that the consent of the Panama Railroad was necessary, and after some negotiations concluded to buy the railroad, and in that way to secure the advantage of its concession, rather than to undertake to purchase its consent, which would have to be approved by the Colombian authorities. After repeated efforts they finally, in August 1881, secured possession of sixty-eight seventieths of the stock, paying $250 per share, and in addition permitted the American stockholders to strip the company of all the cash and accumulated sur-

Ancon Hospital and the Capitol of the Canal Zone

plus, so that the actual amount received by the American shareholders was about $291 per share for stock the commercial value of which at that time was only a little above par. When the United States bought the property of the French canal company, among its assets were the sixty-eight seventieths of the stock of the Panama Railroad.

Road Pays $250,000 Indemnity Yearly.

The railroad has been bonded for various amounts since 1851. In 1897 however, all bonds were retired and a new issue of 4,000 first mortgage 4 1/2 per cent twenty year gold bonds of $1,000 each was made. Of these bonds 3,374 were sold and 626 were retained in the treasury of the company. At the time the property was acquired by the United States Government 1,002 of the outstanding bonds had been redeemed.

Under the terms of the concession the railroad was compelled to pay to the Colombian Government an annual indemnity of $250,000. The railroad therefore, has not only been required to pay from its earnings interest on its bonded indebtedness, and its operating expenses, but also the annual indemnity of more than $5,000 per mile. In 1880 the railroad company at the request of the Colombian Government converted this indemnity into bonds for a period of twenty-seven and one-half years. These bonds were afterwards sold by the Colombian Government to private capitalists, so that this indemnity is now being, and will continue to be until 1908, paid to the purchasers of these bonds. After that, or in 1913 as the treaty under which the canal is being constructed stipulates, that amount will be paid by the United States Government to the Republic of Panama.

In preparing for the work, the company engaged the services of two eminent American engineers, George H. Totten and John C. Trautwine, both of whom had been previously employed on important engineering undertakings

both at home and abroad. One of these was the construction of a canal from Cartagena to the Magdalena River in Colombia by which they acquired some knowledge of the Spanish language, and an insight into the manner of working the native laborers.

Active work on the road began in the fall of 1849. The first three months were devoted to establishing a depot at Gorgona for material and supplies, it having been the original intention to build the section of the road from Gorgona to Panama first. This plan necessitated the transfer of all material from ocean steamers to smaller crafts and the voyaging of the latter around Point Toro to the mouth of the Chagres and up this stream to Gorgona. So many difficulties at once developed to this method that it was shortly abandoned and Aspinwall (1) made the northern terminus of the line.

One Way of Getting a Job.

The laborers employed in the construction of the road came from every part of the world. There were natives, East Indians, West Indians, Chinese, Europeans and Americans, as motley a crowd as ever assembled under the sun. The trial given the Chinese proved a dismal failure.

One of the leading spirits of the time was James L. Baldwin, a civil engineer to whom, by common consent, the early completion of the road was largely due. Baldwin was a good judge of men, and he knew as if by intuition just what he could do with the worse than Falstaffian mob with which he was surrounded. His tact was seconded by an off-hand manner of utter fearlessness and personal daring.

One day he had a difficulty at Frijoles with an immense Irishman whom he had previously placed in charge

(1). Former name of Colon. Named after W. H. Aspinwall, one of the founders of the P. R. R.

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of that station in which language frequently and painfully free was used. The subordinate was well skilled in the art of self-defence and was always ready to come to the scratch. The irate chief though headstrong had reached the years of discretion, and the matter passed up for the time being.

Baldwin went to Colon the morning following to inspect a detachment of employes newly arrived. His quick eye picked out a man of a thick-set stature, dark complexion and bull-dog look, and calling him before him this dialogue ensued:—

Can you read and write?

I can.

Do you want a good easy job with good pay?

I do.

Have you ever been in a prize fight?

One, or two.

Were you whipped?

Not much.

Do you think there is any one in these parts that can do it?

Let them try it.

"Then," Baldwin said, "I want you to go to Frijoles Station, get in a row with the track master, give him a rough beating and kick him out. You can then have his job." The offer was at once accepted.

On the following morning the new arrival found himself at Frijoles, and met the by-no-means courteous and refined charge d'affaires. The latter was ready to pick a quarrel with the newcomer, and soon both got warm and agreed to fight it out in accordance with the rules of the ring. They staked off the ring, and dispensing with the seconds went at it. After several rounds in which both showed signs of heavy punishment, the stranger gained the victory and expelled his antagonist from the place.

This occurrence is perfectly true and illustrates some of the rough and ready events of those times on the Panama Railroad. As an afterword we might add that the hero of this affair was Tom Sharp who later fought his way to success in the railroad world.

From start to finish the company was beset with labor troubles. The laborers that were brought to the Isthmus under contract would melt away in the stream of people bound for the California gold-fields. In February 1851, the work was brought to a stop by a wholesale desertion of these men, but with the assistance of the Colombian authorities a large number were apprehended and kept in jail until they signified their readiness to return to work. Another factor in the labor question was the Isthmian fevers which at times made severe inroads on the men and gave rise to the report that "The Panama Railroad cost a man for every tie."

WITHOUT "PA-NOR-MA."

Why are all that live outside the city like orphans?
Because they are without Pa-nor-ma.

The Black Swamp.

Probably the largest obstacle met with in the construction work of the road was the stretch through the swamps between Colon and Gatun, and particularly over the famous "Black Swamp". This swamp is located between Lion Hill and Ahorca Lagarto and has been giving trouble at intervals ever since the opening of the road. The constructors dumped thousands of tons of rock, wood and other material into the swamp before a foundation was secured firm enough to be used for the passage of trains. During the period of the French canal companies train service was frequently interrupted at this point and on each occasion tons of machinery and scrap were dumped into the place. The Isthmian Canal Commission has twice experienced trouble during the past year from the "bottom falling out" in this locality. The last occurrence was in September, 1907, when sixty feet of track sank out of sight soon after a passenger train had passed. The Commission has adopted the method of driving piles as a support to the track and where this has been done no further trouble has resulted. It is the intention however, to build a "gauntlet" track around the spot to avoid a recurrence of this nature.

First Train Into Panama.

The company had trains running from Aspinwall to Gatun in 1852, and to Barbacoas bridge in 1853. On January 28, 1855 the first train reached Panama and the *Star & Herald* two days later writes of the event as follows:

"The whistle of the railroad engine has at length woke up the slumbering echoes of Panama, away through the hills and dales, over the quiet bay and amidst the ruins of the ancient city, the first wild shriek has gone forth proclaiming the advance of commerce and civilization on the Pacific coast of South America. The great connecting

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link of the Atlantic and Pacific is completed, the Panama Railroad is finished, and the first train has made its appearance amongst us, opening up a new era of prosperity for the people of the Isthmus of Panama".

"On Sunday afternoon about half past three o'clock thousands of people gathered along the line to witness for the first time the appearance of the iron horse as it rattled over the tracks to the station, and many were the expressions of surprise and wonder at its appearance, and the facility with which the wild creature was managed. Mules and pack saddles are now forever supplanted by the steam engine, and the mud of the Cruces trail is exchanged for a comfortable seat in a railroad coach. The twenty-five cents per pound charged for transporting freight across the Isthmus is now reduced to a mere nominal cost, and the long tedious journey over the Isthmus has been transformed into a pleasure trip of a couple of hours".

Shipping Bananas from Bohio-- Panama.
Isthmian-American & P.R.R. News Agency & Advertising Bureau. A. Bienkowski.

"What will follow the opening of the railroad it is hard to foretell, but we can see great things looming up in the distance for Panama. Doubtless there are those that will suffer a temporary loss in their business by the opening of the railroad, but this must be expected as a natural consequence and will be of short duration. Far away to the confines of the Pacific the opening of the Panama Railroad will be hailed with delight. From north to south; from east to west of this mighty ocean will its beneficent influences be felt. From Cape Horn to Oregon, from Kamschatka to Japan, the Panama Railroad will tend toard commercial development. Australia and all the isles of the sea are brought by it into immediate contact with the old world, and the colonies will now look upon Panama as a bridge over which the traffic with their mother country must pass".

"But what British money and French ingenuity could not accomplish in upwards of a quarter of a century, Yankee enterprise has undertaken and carried through in five years, and has given to the world an enduring monument of what a few determined spirits of the United States can do".

"The names of William H. Aspinwall and his associates who headed this great scheme of Col. Totten, and those who with him carried out the work, are worthy to be immortalized, and it is to be hoped that such men may long be spared to witness the benefits which they have conferred on the world by their indefatigable zest and unflinching determination in building the Panama Railroad".

In November, 1866 the Legislative Assembly of Panama adopted a resolution honoring the builders of the railroad, and authorized the placing of a portrait of each in the reception room of the government palace in Panama, the expense thereof to be paid out of the public treasury.

With the opening of the road, a heavy traffic soon developed, which with the extremely high rates charged for passenger and freight hauls, made large profits for the stockholders. After a time these excessive charges became the subject of complaints which came to the notice of the Colombian Government. A head tax on each passenger carried over the road was thereupon ordered, and in addition a large number of government employes, politicians and influential citizens were instructed to be placed on the free list. This resulted in an exchange of notes between the American Minister resident at Bogota, and the Colombian Government, and a compromise was finally effected by which the head tax was to be removed upon the railroad company inaugurating a lower passenger tariff. The steamship combinations constituting in effect a monopoly were not changed until after the purchase of the road by the United States Government.

Panama Not What it Used To Be.

That the railroad would benefit the Isthmus was not immediately apparent. Six months after the opening of traffic the *Star & Herald* prints the following article signed "Traveler":

"Panama is not what it used to be; it is not the Panama of 1849-54. Then the California travel afforded a large business to the storekeepers, muleteers, transportation agents, hotels, bankers, baggage smashers, gamblers and thieves. The completion of the Panama Railroad enables passengers and freight to pass through from California without delay. Now all is changed. The grass grows in the streets and on the Plaza, where once busy crowds thronged. A large number of business houses have broken up or changed to a more prosperous location. It looks to me more like a deserted graveyard than the Panama of old. It is quite clear that the railroad has not benefited the Isthmus, but rather the reverse".

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— OF —

C. C. S. Du Bois & Co.

No 339 Central Avenue.

Ladies who have sewing to be done, or any work in our line will do well to call on us.

WORK PROMPTLY AND CAREFULLY EXECUTED AT REASONABLE PRICES.

Railroad Concession Extended.

With the extension of time given by the Colombian Government in 1867, an agreement was entered into whereby the railroad company consented to extend its line to one of the islands in the harbor, or to a point where the wharves could be reached at all times by large sea-going vessels. The company took no steps to commence this work and in 1877 the matter was made the subject of considerable correspondence between it and the Colombian Government. The railroad company took the stand that the agreement could be complied with at any time during the years of extension, while the Bogota authorities maintained that it meant from the date of the extension. The point however was lost sight of, or allowed to pass in the more important canal negotiations that came up about this time.

Investigating Traffic Complaints.

The traffic arrangement fomerly in vogue between the Panama Railroad Steamship Company, and the Pacific Mail Steamship Company whereby the latter had the exclusive privilege of issuing through bills of lading on freight from San Francisco to New York became the

subject of official action in 1905, and on June 12th of that year the contract with P.M.S.S.Co. was abolished. Previous to this it was the practice of the Panama Railroad Company to recognize no through bills of lading except those issued from its own office in New York. Thus goods brought to the Isthmus by competing steamship lines were subjected to the current local freight rates in shipping across. Complaints regarding this situation became so numerous that in 1905 Joseph W. Bristow was commissioned to investigate the entire matter, which he did by visiting the Isthmus and going over the route to San Francisco. His report which followed contained many important recommendations among them being:-

Cancellation of the existing exclusive contracts with the Pacific Mail S. S. Co., and the Pacific Steam Navigation Company.

Continued maintenance of the Panama Railroad Steamship line by the United States Government.

Establishment by the Government of a line between ports on the Gulf and Colon in case private capital refused to take it up.

Establishment by the Government of a line between Panama and San Francisco, in case the Pacific Mail Steamship Co. decided to discontinue its service, and no other company entered the field.

Double-tracking the Panama Railroad.

The contracts with the other steamship companies were cancelled June 12, 1905.

The Panama Railroad Steamship Company is still being maintained by the Government as a part of the operations of the Panama Railroad Company. It possesses five steamers, viz., the Panama, Colon, Advance, Finance and Allianca. The last named was in dry dock during the last half of 1907, and has been enlarged to a boat of the Panama class.

The maintenance of weekly sailings by the United Fruit Company from New Orleans to Colon furnishes a better service than formerly, and covers in part the third

recommendation mentioned above. The boats cover the distance of 1400 miles in five days, but the passenger accommodations are limited.

The Pacific Mail Steamship Company at the present time is again the subject of official investigation. Charges are reported to have been made by the Panama Railroad Company and the Isthmian Canal Commission that the Pacific Mail S.S.Co. has been rendering inadequate and unsatisfactory service between Panama and San Francisco, thus proving an injury to business. Mr. Bristow has once more been selected to investigate the situation and make a report, which will be ready early in 1908.

The double-tracking of the Panama Railroad is practically an accomplished fact. At the Panama end the double track begins at the La Boca "Y", about one-half mile from the city passenger station and continues to Pedro Miguel. From here to Culebra but one track is used. From Culebra to Gatun there is an uninterrupted stretch of double-track. From Gatun to Mount Hope but one track will be used, and from Mount Hope to Cristobal there is a network of tracks, comprising the Cristobal yards.

The New Main Line.

Work on the new main line of the Panama Railroad, as it will be when the canal is completed was begun in June, 1907. The new line was made necessary on account of the low level of the old track, a great part of which will be submerged when the Gatun lake is filled. By the end of October, 1907, over three and one-half miles of this new track had been laid. One of the largest railroad embankments in the world, and probably the largest in point of average height to length, will be located at Gatun on the new line. It crosses the valley of the Gatuncillo river at an average height of about eighty-two feet, is one and a quarter miles long, and will contain over 2,600,000

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SPECIAL RATES TO PERMANENT GUESTS.

WE NEVER CLOSE.

C. S. BUTTRICK, Proprietor.

cubic yards of material. Owing to the great height and length of this fill it will be necessary to build it in three sections. A trestle, thirty feet high and running the entire length of the fill, will first be built, from which material will be dumped by the construction trains. When the dirt reaches the top of the trestle another 30-foot trestle will be built on the dump thus formed, and the operation will be repeated until the final grade of the railroad is reached. The fill crosses an arm of the lake that will be formed by the Gatun dam and an opening will be left at the bottom of the fill in case it ever becomes necessary to drain the lake. In order to allow passage for boats a drawbridge of the Bascule type, about 100 feet long, is being considered.

The new bridge over the Chagres river near Gamboa, will be 1,320 feet long, consisting of fourteen 80-foot through-girder spans and one 200-foot through-truss span. The contract for the steel work has been let to the Penn

Bridge Company and will cost $60,000. The fifteen spans will rest on fourteen piers and two abutments all of which will be built of concrete on pile foundations. It is estimated that the masonry work will be finished about July, 1908.

There will be a tunnel at Miraflores, the first on the Isthmus, about 600 feet long. It will be a single track tunnel and will be lined its entire length with concrete.

It is estimated that before the new line is completed 10,000,000 cubic yards of fill must be made. All these fills are being made with excavated material from the canal cuttings.

Plans have been prepared for a modern terminal yard at Panama of nine tracks, The terminal at Colon has already been brought up to date. A new $50,000 modern passenger station is all that Panama now lacks in the matter of railroad facilities.

Some Comparisons as to Rates.

It is interesting to note the difference between the first passenger and freight tariff of the Panama Railroad which went into effect February 15th, 1855, and that of the present day. The following table will give some idea of the changes that have taken place:—

	1855.	1903.	1907.
Fare Panama to Colon, 1st. class,	$25 00	$5.00	$2.40
Fare Panama to Colon, 2d. class,	Not quoted.	2.25	1.45
Charge for baggage,	.10 per lb.	.02 per lb.	.02 per lb.
Freight Rate, 1st. class,	3.00 per cwt.	.40 per cu. ft.	.50 per cwt.
Freight Rate, 2d. class,	2.00 per cwt.	1.20 per cwt.	.44 per cwt.
Freight Rate, 3d. class,	1.00 per cwt.	.80 per cwt.	.32 per cwt.

All the rates mentioned in the above table were payable in gold. While the fare from Colon to Panama was at the rate of over 50 cents gold per mile, in those days it was not considered excessive, in fact, travelers

congratulated themselves upon getting over the Isthmus so easily and cheaply. Children under twelve years of age were charged half fare, or $12.50, while the rate to residents on the Isthmus was commuted to the flat amount of $50.00 per month. A large number of articles at that time did not come under the general classification, and carried special rates. One quarter of one per cent. of its value was charged for the transportation of gold across the Isthmus. Silver was charged one-half of one per cent.; jewelry and precious stones one-quarter of one per cent.; indigo and cochineal, 2 cents per pound; coffee and cocoa 1 cent per pound; coal in bulk $9.00 per ton of 2240 pounds; coal in bags $7.00 per ton of 2240 pounds, iron in pigs $7.50 per ton; rolled iron $10.00 per ton; white pine lumber $18.00 per thousand feet; yellow pine lumber $20.00 per thousand feet, and oak at $22.00 per thousand feet. Horses, mules and cattle were transported at owners' risk. The rate on horses was $40.00 each, mules $20.00, and cattle $7.00. All bills for freight had to be paid in advance, but the management in its first schedule made the consoling announcement that as soon as the business of the road would warrant, some of the above rates might be materially reduced.

The baggage charge was a feature the traveling public did not like, especially inasmuch as the management rated overcoats, umbrellas and the like under this head. So much "kicking" resulted that about three months after the first rates were put into effect, the company permitted passengers fifty pounds of baggage free.

The first-class passenger rate between Colon and Panama at the time the United States took the railroad over was $5.00 gold. On the first of August, 1904, the rate was reduced to $4.00. Later it came down to $2.80, and again to $2.40 where it stands at the present time.

Passenger traffic over the railroad during the past year or so has shown an enormous increase. This is in part due to the constant accessions in the ranks of the

The I.C.C. Sanitarium at Taboga Island — Panama.
Isthmian-American & P.R.R. News Agency & Advertising Bureau. A. Bienkowski.

PANAMA HATS.

La Dalia

Cardoze Hermanos.

Corner of Avenue B and 8th Street.

PANAMA.

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DRY GOODS

Always on Hand.

Sole Agency for the SINGER SEWING MACHINES.

PANAMA HATS.

Commission employes on the Isthmus, and in part to the great liberality with which these were formerly treated in the matter of passes. Inasmuch as the Isthmian Canal Commission pays to the Panama Railroad Company a certain sum monthly (said to be $5,000 at the present time) for passenger transportation, the increase or decrease of such sum being dependent upon the amount of travel, it behooved the former to curtail these privileges to some extent. Notwithstanding, gold employes are allowed a courtesy pass once a month, while the privilege of half rates is extended to all classes of employes and their families at any time.

Most of the freight is now hauled across the Isthmus at night. The completion of the Tehuantepec Railway does not appear to have had any appreciable effect on the trans-Isthmian business to date, while the local business is constantly increasing in volume. The freight traffic is generally heaviest during the months of January and

February when the coffee crops of Ecuador and Central America are moving.

Some Railroad Earnings.

The railroad paid dividends on its capital stock every year from 1853 to 1892. The smallest dividend during this entire period was two per cent, in 1885, and the largest 44 per cent. in 1868. In 1865 the capital stock was increased from $5.000,000 to $7.000,000. In 1881,

TOWER AT DAVID, PROVINCE OF CHIRIQUI.

COURTESY OF G. ANDREVE.

the last year that the railroad was owned by American capitalists, a dividend of 52 1/2 per cent. was declared. This however, not only represented the earnings of that year, but included the assets on hand at the time the road was sold to the French canal company. The average annual dividend paid from earnings of the company from 1853 to 1881, was a fraction less than five per cent. The road had always been a financial success, and while under the control of the American stockholders, exceedingly profitable.

The original cost of the Panama Railroad was a little over $8,000,000. During the first ten years of its operation it transported over $700,000,000 worth of specie and 300,000 bags of mail, and it is said that not a dollar of the specie nor a bag of mail was ever lost during this period.

Future of the Railroad.

In the investigation of the Panama Railroad Company made by a committee of the United States House of Representatives in 1905, the following question was asked by Mr. John J. Esch, Representative from Wisconsin:—

> When the canal is finally completed, the railway line will be devoted almost wholly to local traffic, will it not?

Mr. William Nelson Cromwell, the railroad's counsel, then under examination, replied:—

> "That is a very interesting question Mr. Esch, and one upon which traffic men differ ..... I do not share the opinion that the Panama Railroad will become valueless at that time. No man can judge what will be the conditions ten years hence, with the new traffic element (the canal) as a practical thing before it—not a theory as to-day. The railroad will probably then be operated by electric power generated ..... at one of the ..... great water-power points. Electricity will be inexpensively produced on the line of the canal by water-power, and the railroad may

be operated in that way, thus greatly reducing the cost of operation. At that time too, we will have paid off the first mortgage out of earnings and our fixed charge will thus be reduced; the local business will be active, and Panama and Colon will be far more important than they are to-day. Nearly every passenger approaching the canal by steamer will disembark at one or the other termini, and taking the quiet railroad transit across the Isthmus, will visit the cities and observe the interesting sights during the day, while the steamer is passing through the canal. The steamer will enter the canal at sunrise at Colon, say, and will make its exit at Panama at sunset, and the passenger in the meantime will have passed over the electric railroad and be amusing himself in either city while the steamer is moving through the canal. The local traffic will have grown to importance; the country will have developed, and business will have sprung up along the line of road, thereby furnishing local traffic."

Dock Facilities.

At Colon, the Panama Railroad Company has three wooden wharves, and one fine new dock completed in 1906 (Dock 11), at which all of its steamers now land. There are two other wharves at this point, one owned by the Royal Mail Steamship Co., and the other, now out of repair, by the Pacific Mail S. S. Co. The port and terminal at La Boca was completed and opened to commerce on

TUNG ON TAI & Co.

No. 23 Front Street. Colon, Republic of Panama.

SPLENDID LINE OF CHINESE AND JAPANESE SILKS.

Tourists and visitors to the Isthmus are cordially invited To Inspect Our Goods.

WE ALSO INVITE ATTENTION TO

Our Complete Stock of Fine Liquors.

January 1, 1901, at a cost of $2,148,303. This included the steel pier which cost the major portion of this sum. The pier is 960 feet long, and the depth of water alongside is 26 feet at low tide. In 1905 it was found necessary to make a considerable extension for the unloading of lumber and heavy materials destined for the Isthmian Canal Commission. The pier is equipped with electric cranes and other apparatus for rapid unloading, while the wooden lumber dock was so built that it enables the unloading of as much as 200,000 feet of lumber in a single day.

NIGHT OF HORROR IN APRIL '56.

When the Panama Railroad was opened in 1855, it threw the men engaged in the pack-train business out of a job. At that time the criminal element formed a considerable constituent of the population, their number being augmented by the idle pack-train men, who finding nothing profitable to do turned to ways dark and devious. In addition, many were openly antagonistic to the railroad which had taken from them their means of livelihood. All of this led up to the occurrences herein related. It should be understood that the better class of private citizens had no part in the affair, although the authorities were charged with woful laxity. Afterwards, the best people of the town took the initiative and helped rid it of the lawless element. —Editor.

A fearful night in Panama was that of the 15th of April, 1856. The vesper bells had just sounded from the towers of the Cathedral, but instead of the usual Ave

Maria, the calm of that moonlight evening was broken by distant cries and the noise of many feet rushing through the streets. The church bells outside the walls tolled the signal of fire, but unconsciously they rang an alarm of a more terrible nature than that, an alarm that spelled robbery and murder and sent more than a dozen to an unknown grave.

Shouts of "To the Cienaga," were heard on every hand, and the rush concentrated itself in that direction. The Cienaga was a district of the town, then outside the city proper, where were located the passenger station, offices, and wharf of the Panama Railroad Company. The same buildings are standing to-day, practically intact, and are now known as the old passenger station, and the American Wharf. In 1856 there was a cluster of cheap hotels and eating houses in the vicinity of this station. These have since disappeared.

On the afternoon of April 15th, 970 passengers arrived at Panama from New York, bound for the California gold fields. They had expected to embark immediately on the steamer *John L. Stephens*, but the tide being out, they were detained on shore. Some of the passengers were gathered about the station waiting to get their tickets registered, while others went to the hotels and eating houses. Shortly after six o'clock one of the passengers said to have been under the influence of liquor, became involved in an altercation with a negro fruit vendor over the settlement for a piece of watermelon. The negro made a hostile demonstration with a knife, whereupon the passenger drew his revolver and fired. A commotion immediately ensued. The passenger sought refuge in the Ocean Hotel, along with some of his companions.

Here the crowd assembled, and inside of fifteen minutes an attack was made on the Ocean Hotel, McAllister's store, and the Pacific House, the latter situated to the left of the railroad depot. Capt. McLane, agent of the Pacific Mail Steamship Company, and Mr. William

Bird's eye view of Culebra and vicinity—Panama.

Sombrerer a de
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Calle 9a. Número 69, Frente á Moduro-Lupi Co,
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If YOU are Thinking of Buying a
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SEE ME FIRST. I AM A SPECIALIST IN THIS LINE.

Nelson of the railroad company were not far away when the outbreak occurred, and quickly sent for Col. Garrido, and the police. Meanwhile some of the passengers had started down to the wharf to embark, while others clamored for guns and ammunition to go to the rescue of the women and children in the hotels. All the arms in the railroad office at the time consisted of a double-barreled gun, brace of pistols, a sabre and fourteen old flintlock muskets. After some delay these guns were given out and loaded for defence, but a sentry was stationed at the door to prevent any from going out and joining in the fight. While this was going on, Mr. Center, another official of the railroad, succeeded in getting the women and children removed from the Ocean Hotel.

Col. Ward, the American consul, and Mr. Sabla, his secretary, arrived on the scene at this juncture, and endeavoured with other cooler heads to restrain the male passengers from mixing in the fray. An old cannon belonging to the railroad company was dug out of the sand and loaded with rivets, but Col. Ward and Mr. Center gave positive orders that it was not to be fired unless an advance was made by the mob. The consul then sent his secretary to see if the police were coming, but as he did not return, (having been shot in the leg), the consul and Mr. Nelson went forward to see how matters stood. They had not advanced beyond the Pacific House when a crowd of natives came from among the cane huts. Mr.

Nelson called to them not to fire, but they disregarded the order and let off a number of shots, some of which hit Col. Ward's horse. Mr. Nelson expostulated with the people, but they told him to keep out of the way and not to go back to the station, unless he wanted to be killed. Mr. Nelson persisted in his course toward the station and finally reached there in safety.

In the meantime most of the passengers and persons at the station had got inside the company's fence and sheltered themselves as well as possible from the bullets that now flew thick and fast. The mob had maintained a regular fire on the building, killing several and wounding others A report was then spread that the natives were changing their positions and everyone felt a little easier, believing that when Col. Garrido arrived with the police, the affair would be speedily terminated. Soon after the bugle of the police was heard, but instead of charging on the rioters, they joined issue with them, and commenced firing on the depot. By this time the natives had reached the freight house and were busy pillaging it.

Col. Ward, with some of the others then returned to town for the purpose of inducing the Governor to come and stop the massacre. On their way up they were halted by a party of armed natives, but were finally permitted to proceed. Arriving at the Governor's house, they found him away, but there was a crowd of men about the place carrying guns and demanding powder and ball. After some further search, the Governor was located in another street. He agreed to accompany the American party back to the station, but stated he had already been there, and got a bullet through his hat.

Reaching the scene of the trouble once more, they found the natives still plundering the Ocean Hotel, and McAllister's store, while a man on the beach had a cannon loaded and pointed at the steamer *Taboga* lying near by. It was with some difficulty that he was induced not to fire. Here too they learned that Col. Garrido of the

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DE

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BALBINA CASIS, Manager.

Nos. 201-203 E 13th St. Panama.

BRANCH at No. 200 Central Avenue.

Bear in mind you can get GIBERT'S BREAD at any of these three places.

La Decisión de Todo el Pueblo.

police had gone on board the *Tabogn*, disarmed the passengers and removed the ship's gun.

While the other officials were absent on the above errand, Mr. Center, who had remained behind started to take a look about the depot. He found the freight room filled with men, women and children, all trying to screen themselves from the firing, then very brisk, and in a state of the wildest excitement. From here he entered the office where he found a group of men trying to keep the outer door closed. He proceeded to assist them, and while doing so saw a man killed before his eyes. On the floor of the office lay four or five of the dead and wounded.

Leaving the scene of the slaughter he next managed to get a plank over the beams of the freight door, and looking out upon the Cienaga, he distinctly saw the police outside the depot firing deliberately into it, Col. Garrido with his sword drawn cheering and urging them on. Proceeding from here to one of the rooms in the upper story

of the station, Mr. Center discovered two of the passengers trying to hold a door shut. Even as he approached them, they were both shot, one dying instantly and the other in a few hours. The natives finally forced a passage into the freight room, and commenced to rifle and plunder carpet bags, and trunks, while the frightened passengers congregated here, cried for mercy.

SCENE ON THE PANAMA RAILROAD IN 1855.

COURTESY OF G. ANDREVE.

"El Cielo"

Almacén de Novedades y Artículos de Fantasía.

Mercancías Constantemente Renovadas por Todos los Vapores.

Especialidad en Géneros para Señoras y Caballeros.

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Bajada del Mercado, Panamá.

IGNACIO RUIZ GARCIA.

"El Cielo"

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Every Incoming Steamer Brings Us SOMETHING NEW.

See our SPECIALTIES in CLOTHES FOR LADIES AND MEN.

We Represent Companies and Handle their Consignements.

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IGNACIO RUIZ GARCIA.

When Mr. Nelson and Capt. McLane reached the station after leaving the Governor, they found the police outside in a very excited state. They claimed they had been fired upon from the upper story of the depot, and were desirous of retaliating in the same manner. Upon Capt. McLane promising investigation, Col. Garrido ordered further demonstrations upon the part of the police to cease, and together they went to the room upstairs in the depot from which the shots were alleged to have come. This room they found filled with women and children, the few men there declaring they had never fired a shot.

About this time the authorities had obtained the ascendancy over the mob, and as soon as possible the remaining women and children were conveyed on board the steamer. Some of the passengers had taken to the bushes in the outskirts of town, and a search party was sent out to round them up. One was met who said he had been robbed by men calling themselves policemen.

An examination of the railroad office after the riot, revealed a terrible sight. The dead and wounded lay about the floor, some of the former horribly mutilated. All the books, papers and furniture of the company were destroyed. An attempt had been made to break open the large iron safe, a hole having actually been made through the exterior plate. Outside, some of the cars had been damaged, rails taken up, and the telegraph wires cut. The attempt to fire the depot providentially failed. The streets approaching the station were strewn with cut open trunks, and discarded material from the sacked buildings.

The lives of sixteen Americans are known to have been lost in the riot, all but two, passengers of the steamer *Illinois* from New York. Of these, only four or five were identified. The wounded numbered about fifty. Among the victims of the tragedy was Nathan Preble, a descendant of Commodore Preble, the noted American naval officer. (1)

The U. S. Ship, St. Mary, arrived in Panama Bay on the 23d, following the occurrence, and the "Panama Star & Her. 11" of April 29th, 1856, contains the following correspondence between its commander, Capt. T. Bailey, and the Governor of Panama, with reference to the affair:—

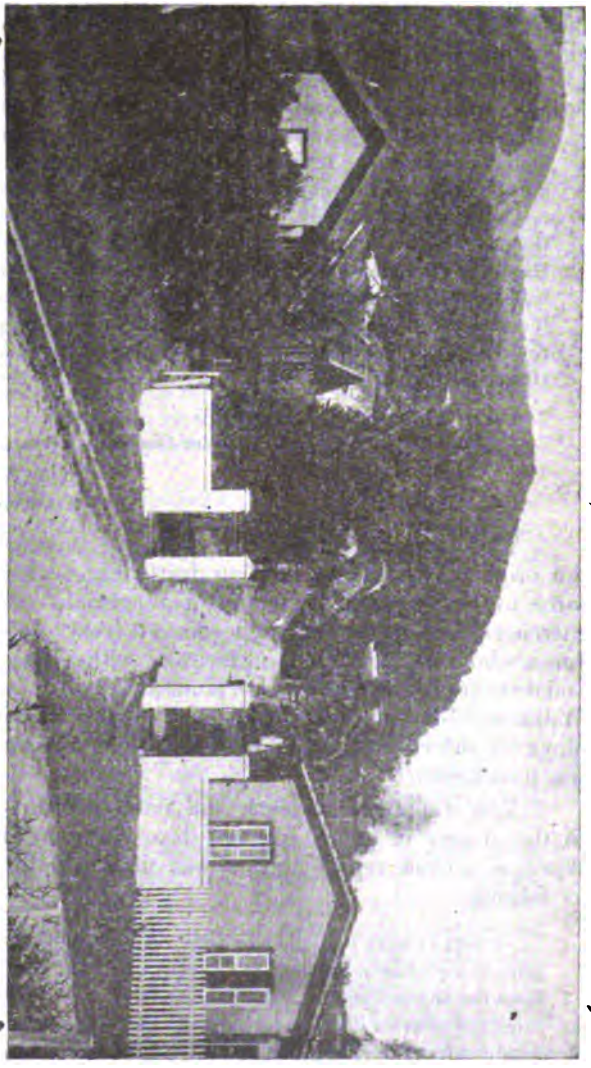
"U. S. Ship, St. Mary,
Harbor of Panama,
April 23d, 1856.

His Excellency, Don F. de Fabrega,
Governor of Panama.

Sir:—

On the 15th inst., several citizens of the United States, France, and Great Britain were massacred; others were serious-

(1). The occurrences herein related are based upon depositions made by Mr. Center and Mr. Wm. Nelson of the Panama Railroad Company, and statement made by Capt. McLane of P. M. S. S. Co., published in the *Star & Herald* of April 19th, 1856.—Editor.



Entrance to Ancon Hospital—Panama.
Photo by American Photographic Advertising Bureau, 1 Madison Ave., N. Y.

ly wounded and outraged, and a large amount of American property was plundered by the police and inhabitants of Panama and vicinity.

These outrages, robberies and murders were for the most part committed upon innocent and unarmed men, women and children, who were peacefully endeavoring to pass this great highway of nations. It is my chief duty to employ force under my command for the prompt protection of the lives and property of American citizens. An early explanation therefore, of the cause of this catastrophe, as well as some evidence of your Excellency's inclination and ability to prevent such occurrences, is desired by me in determining the necessity of my immediate interference for the protection of the persons and property of the citizens of the United States, until specific orders from my Government shall be received.

I am Sir,

Your Obedient Servant,

T. BAILEY,
Commander, U.S.N.

The Governor replied in a lengthy statement reciting the origin of the affair, setting forth that he had sufficient force at his disposal to prevent a repetition of such occurrences, and enclosing depositions from José Manuel Luna who was concerned in the row with the American, and two from natives of the United States, one T. B. Williams, 33 years old, a native of Georgia and an employe of the railroad company, who gave testimony against the passengers.

The statement evidently did not afford satisfaction to the American officer for two days later, on the 25th of April, a second representation was made to the Governor, as follows:—

"Sir:—I have the honor to acknowledge receipt of your replies to my communications of the 23d. and 24th inst. Apart from the announcement of the restoration to the owners, of the cannon and arms illegally taken from the steamer *Taboga*, I must confess they afford me little satisfaction. I had expected

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when asking for information as to the causes of the frightful occurrences of the 15th inst., that apart from the immediate origin of the tumult, you would have deemed it due to yourself as the Chief Magistrate of this community to state why and wherefore you undertook the fearful responsibility of ordering your police to fire upon my countrymen, women and children, and to state what steps you have taken to punish the guilty and restore the plunder."

"Ten days have elapsed since the catastrophe, and I have yet to learn that a single criminal has been arrested, or that any portion of the immense amount of valuables taken from the passengers and railroad company has been restored. I have yet to learn that your "Conciencia de mis deberes y la inteligencia de los grandes intereses que se ligan á la conservación de esta línea tránsito universal," extends any farther than to order an indiscriminate massacre of the passengers over this transit. I have yet to learn that when a riot or a collision shall take place here between foreigners on one side, and natives on the other, that you recognize any higher obligation on your part than to protect and assist the latter, and disarm, maltreat and plunder the former."

"The deduction, I regret to state, affords me little assurance of the safety of the transit for the future, unless your Excellency shall devise some most speedy and efficacious method for rendering these unfortunate elements less 'homogenous' hereafter." The letter concludes with the information that the whole matter had been referred to Washington.

The affair brought the governments of the United States and Colombia, at one time, to the verge of open

rupture, but wiser heads prevailed, and settlement brought about through the payment by Colombia of the sum of $100,000 gold indemnity for property destroyed, and the assurance on her part that no further occurrences of the kind would take place.

ATTEMPTS TO PIERCE ISTHMUS

The first recorded recognition given the possibility of a canal through the Isthmus appears on an old map in the library at Nuremberg, Germany, drawn by Johannes Schoner. This map is dated 1515 and on it is a rough outline of the American continent with a clear line marked through the Isthmus of Panama. This might be taken as a prophecy.

—

The first actual survey was made in the year 1581 by Antonio Pereira, but nothing came of it. In 1620 Diego de Mercado submitted a lengthy report on the subject to Philip II. but that monarch silenced further discussion, saying that the will of God was made manifest by the fact that He had created an isthmus instead of a strait, and that it would be impiety for man to attempt to unite the waters of the two oceans that God had separated. Through Pere Acosta, a religious decree was promulgated declaring the project sacrilegious, and this was followed by an edict forbidding any one under penalty of death from considering such an enterprise.

—

In 1827, J. A. Lloyd acting under the authority of Simon Bolivar, President of the Granadine Confederation,

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made a study of the Isthmus route with a view to establishing a combined rail and water route. His report favored a canal from a point on Limon Bay to the Chagres River, and the use of the latter stream to a point where railroad communication could be effected the most easily from the Pacific coast. He suggested either Panama or Chorrera as the southern terminus.

—

In 1838, a French company headed by Baron Thierry obtained a concession from the Government of New Granada, and endeavored to enlist the aid of the French Government in the enterprise. The company's report was so favorable that the Government was induced to send Napoleon Garella to the Isthmus as its special representative to ascertain the truth of the company's claims. The promoters reported that a sea-level canal could be constructed without going to a greater depth than 37 feet. Garella's findings failed to corroborate the company's claim in this particular, and the enterprise fell through.

—

In the year 1866 the United States Senate requested from Secretary Welles of the Navy Department for information bearing upon the topography of the Darien region of the Isthmus, with a view of establishing the fact whether or not this part of the country would be suitable for canal exploitation. In a report on the subject made

by Admiral Chas. H. Davis the following year, the latter decried the idea of constructing a canal at this point owing to natural obstacles. By using the Atrato River, the artificial part of the route would be materially shortened, but it would be necessary to tunnel through the Cordillera.

In 1875, the Isthmian route was again surveyed, this time by Commander Edward P. Lull and A. G. Menocal. Their line ran from Limon Bay to the Chagres River, and along its valley to high land, and from thence following the valley of the Rio Grande to the Pacific, practically the same route as subsequently adopted by the French company. About this time Commander Selfridge was also making additional explorations in the Darien region.

While the various Isthmian routes were being considered from different points of view, the scheme for constructing a canal across Nicaragua was also commanding a good deal of attention, and a number of surveys were made. These have however but little bearing on the main point at issue—the Panama Canal.

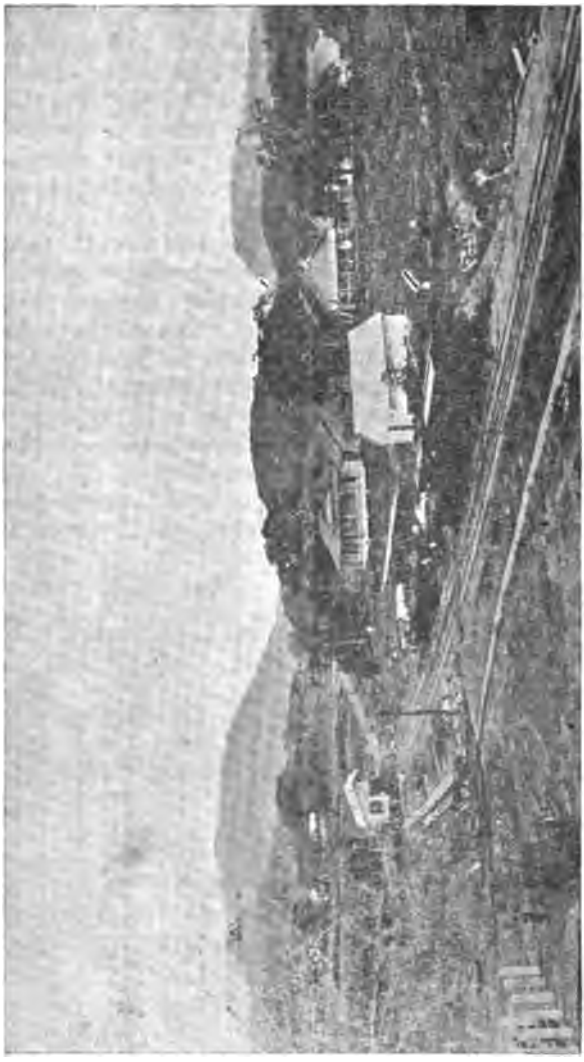
DE LESSEPS--HIS GREAT SCHEME.

Two powerful influences worked to interest the people of France in the idea of cutting through the Isthmus. One was the successful completion of the Suez Canal, and the other was the personal popularity and magnetism of its promoter, Count Ferdinand de Lesseps. The Suez Canal was begun in 1859, and completed without encountering any serious obstacles, ten years later. This achievement gave De Lesseps a reputation as a canal builder, and made it easy for him a few years afterward

to step into the new field of canal operations and the confidence of the French nation. He was not an engineering expert of the present day definition, but he had a vast intellect at his command, and an unusual facility for organization. That he was over-sanguine cannot be doubted, and that this fault led to his making serious mistakes none deny. On the other hand he was in earnest in his enthusiasm for the success of the project, and fundamentally honest in his purpose. This cannot be said of all those he had under him. As one of his countrymen once remarked, "Of all the men high in authority engaged with De Lesseps on the enterprise, he was about the only one whose chief endeavor was not to feather his nest." Can it be wondered that a fabric built upon a foundation so faulty should be doomed to failure? At the inception of canal operations and for several years afterwards De Lesseps was practically idolized both in France and on the Isthmus. His advent at Panama was heralded as a greater event than that of a conquering general returning home.

—

Agitation in France in favor of constructing the Isthmian waterway was begun in 1875, and resulted in the formation of a company under the direction of Gen. Turr for the purpose of entering upon negotiations with Colombia to obtain the necessary concession. In May, 1876, Lucien N. B. Wyse, a lieutenant of engineers in the French army, and a brother-in-law of Gen. Turr was delegated to visit the Isthmus, conclude negotiations and map out a feasible route. The right of way was secured, with the proviso that nothing in the contract should be construed to interfere in any way with the grants given the Panama Railroad under a concession to an association of American capitalists entered into in 1849. The concession with "a string tied to it" like this was not entirely satisfactory to the company Wyse represented, which was organized for promotion purposes only, so an enlargement



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of privileges was sought, and on March 20th, 1878, a new contract was entered into with the Colombian Government which gave the association of promoters the right to cross the territory occupied by the Panama Railroad Company, providing an amicable agreement could be arrived at with the latter corporation. Under the terms of this agreement the promoters were given the exclusive right to construct and operate a maritime canal across the territory of Colombia, between the Atlantic and Pacific Oceans, for a period of 99 years from the day it was wholly, or in part opened to public service, or when they should commence to collect tolls on transit and navigation.

It was agreed that the general route of the canal should be determined by an international commission of individuals and competent engineers, and upon settling on a route, the promoters were to be allowed two years to form a joint stock company, which company was required to finish the canal and put it into service in twelve years. All public lands necessary for the route of the canal, and stations, wharves, moorings and warehouses incident to its construction were ceded gratis. This provision also contained the grant of a zone of land about 1.400 feet wide the entire length of the waterway.

It was further stipulated that the canal should remain neutral for all time to the end that in case of war merchant vessels and individuals might enjoy its use and advantages unmolested. For these rights and privileges

the Government of Colombia was to be entitled to a share in the gross income of the canal from all sources on an increasing scale of from five to eight per cent., dating from the seventy-sixth year after its opening, to the termination of the concession, four-fifths of which was to go to the Republic of Colombia, and one-fifth to the State of Panama, the company controlling the enterprise to guarantee however, that the Government's share should not be less than $250,000 each year.

The right to transfer these privileges to other capitalists or companies was conceded, but an absolute prohibition was made against cession or mortgaging to any foreign government.

The international commission of individuals and engineers, known as the International Scientific Congress met in Paris on May 15, 1879. There were present 135 delegates, most of whom were French. Nearly all European countries were represented however, the contingent from the United States numbering eleven. The conference was presided over by Count De Lesseps, and continued in session for two weeks. The net result was the reaching of a decision that a sea-level canal should be constructed from Limon Bay to the Bay of Panama.

This important point settled, the canal concession was transferred to La Compagnie Universelle du Canal Interoceanique de Panama, commonly known as the Panama Canal Company, an organization chartered under the laws of France. De Lesseps was given control and one of his first steps taken was to purchase a controlling interest in the Panama Railroad Company which involved the changing hands of about $18.000,000.

Arrival of De Lesseps.

The 30th day of December, 1879, will be forever memorable in the history of the Isthmus, says the *Star & Herald* in its issue of January 1, 1880. At 3 o'clock in

the afternoon of that day the French steamer *Lafayette* with Count Ferdinand de Lesseps was signalled at Colon, and soon afterwards entered the harbor. The steamer came immediately alongside the wharf where the reception committee appointed by the Government, the delegation from the State Assembly, and a large number of invited citizens were collected to welcome the illustrious engineer and the other members of his party.

A little past 4 p. m., the landing stage was put on board and all repaired to the spacious saloon of the *Lafayette* where a formal address of welcome was made by J. A. Cespedes, Chairman of the reception committee, which was responded to in a brief but hearty manner by M. de Lesseps. Then followed short and appropriate addresses by Messrs. Andreve and Prestan of the State Assembly, Mr. Pike, consul for Denmark, and Mr. S. W. D. Jackson on behalf of the English-speaking residents of the Isthmus. To all of these the distinguished guest replied with great urbanity and cordiality, and in all his utterances conveyed the unmistakable impression of his earnestness in regard to the projected canal. An hour or more was spent in convivialities appropriate to the occasion, after which the crowd dispersed. During the reception the fine band from Panama played several soul-stirring airs. In the evening many houses in town were illuminated, and there was a fine display of fireworks at the ice house, the usual headquarters for such festivities. Later, M. de Lesseps came on shore and took a walk in the beautiful moonlight, attended by a few friends and surrounded by an enthusiastic crowd of people.

On the morning of the 31st., M de Lesseps and the distinguished engineers of his party made an examination of the harbor front, and inquired into the direction and force of the northers. By the aid of a carefully prepared chart he marked the location of the necessary breakwater, as well as the probable entrance to the great Isthmian Canal. In all and on every point M. de Lesseps declared

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his great satisfaction at the apparent practicability of the great undertaking, and more than once became enthusiastic in speaking of the prospect. "There are," he said, "only two great difficulties to be overcome, the Chagres River, and the deep cutting at the summit. The first can be surmounted by turning the headwaters of the river into another channel, and the second will disappear before the wells which will be sunk and charged with explosives of sufficient force to remove vast quantities at each discharge. The existence of the railroad will greatly facilitate the work on the canal, and unless closer examination, for which the present visit has been made, should prove unfavorable, a result that is in nowise anticipated, there is no doubt but the work will be begun in earnest and without material delay."

The utmost good order was maintained, and the most profound respect was shown to M. de Lesseps by all classes, while the enthusiasm knew no bounds. The flags of all nations were displayed, with the notable exception of that of the United States, and the reception may be said to have been a decided success.

On the 31st., at 11 a. m., the party left Colon for Panama. The train was met at Barbacoas bridge by the President of the State, and the party was safely transferred to another train by which it arrived in this city at 5:30 p. m. A fine lunch was provided on the train, with wines, which gave entire satisfaction.

In Panama considerable preparation had been made to do fitting honor to the great impressario. At the station an open tent was placed in which the representative of the State, Mr. Manuel J. Diez, accompanied by Lieut.-Col. Montufar, Gen. Gonzalez, the secretaries of the Government, and other prominent military and civil officials extended him a hearty greeting in the name of the sovereign State of Panama. The party was conveyed in carriages to the Grand Hotel, the battalions of the 3d. and 11th Colombian Guard forming a guard of honor the entire distance. The houses in the Calle Real (the former name of Central Avenue), and other leading streets were profusely decorated with flags in which the French and Colombian colors predominated.

Flag staffs had been erected at convenient intervals along the line displaying the flags of the two Republics. Each staff bore a shield with the name of one or the other of the promoters and engineers of the different explorations and projects for the canalization of the Isthmus. They were of every country and every walk of life; the bold discoverer, the hardy buccaneer, naval officers of various nations, and civil engineers following the peaceful routine of ordinary duty. There were the names of Balboa,-1513; Dampier-1549; Patterson-1698; Donozo-1761, Ariza-1783; M. Wagner, date not shown; Lloyd-1829; N. Garella and Courtines-1843; Totten-1849; Trautwine and Hughes-1853; Harrison-1867; Lull and Selfridge-1870; and the Wyse-Reclus-Sosa-Verbrugghe-Bixio-Lacharme-Musso and Brooks expeditions of 1877-8. These names were principally displayed in the Plaza, a notable group to whom the world is largely indebted. Among the several arches was one at Plaza Santa Ana reading "Colombia salutes Ferdinand de Lesseps," and on one other, "Panama congratulates her illustrious guest, Ferdinand de Lesseps." A banquet terminated the day's doings, which passed off pleasantly.

Among the De Lesseps party was his wife and three of is children. "M. De Lesseps is now 77 years of age", says

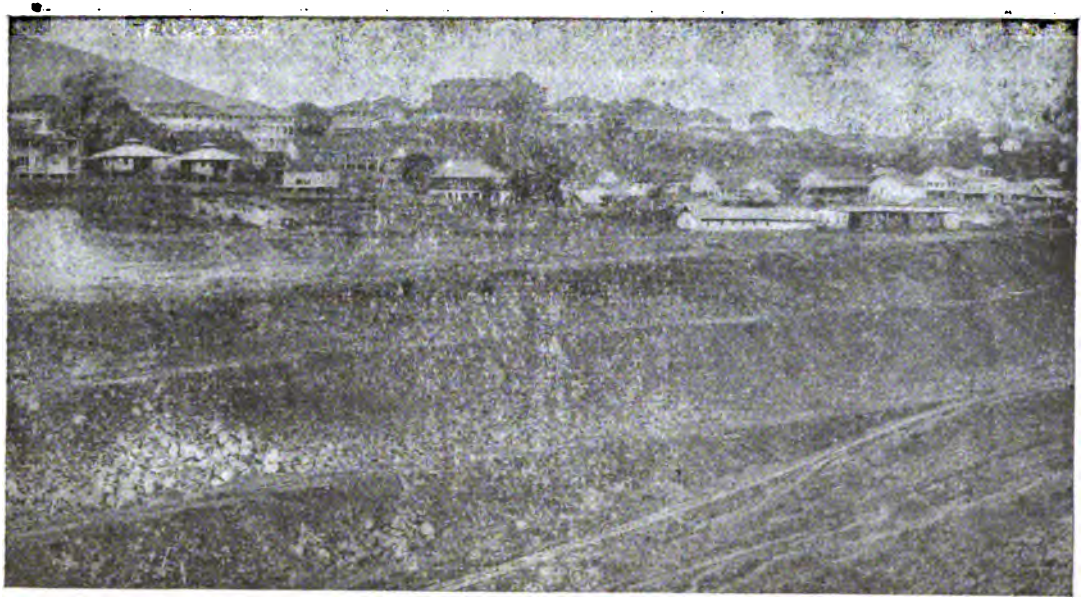
a current newspaper article and his second wife was but 21 when he married her. They have seven children. The Madame is of creole origin, her beauty being the type of that class, enhanced by a pair of magnificent black eyes. Her form is the admiration of the dressmakers of the French capital, and a tight-fitting dress sets off her figure to perfection. There is a great tenderness on the part of the distinguished engineer toward his little ones. They are permitted to do pretty much as they choose either in the saloon, or out of it. It was this sort of paternal manhood that prompted De Lesseps to escort the Empress Eugenie and her ill-fated son from the mob that threatened the Tuileries close on to twenty years ago."

Others in the Count's party were Lieut. Wyse, J. Dirke, Engineer-in-Chief of the canals of Holland, M. Boutan, mining engineer of France, M. Dantaz and M. Albert, engineers of Holland waterworks and canals, Messrs. Verbrugghe, Couvreux, Blanchet and Fontan, civil engineers, and Messrs. Bionne, C. Wiener, Gallay and Dauprat, secretaries.

The Canal Inaugurated.

M. De Lesseps has kept his promise, and the 1st of January, 1880 has witnessed the formal inauguration of the work of completing and perfecting the surveys for the Panama Canal, says the *Star & Herald* in its issue of January 3, 1880. The exhaustive documents furnished to the Paris Congress were amply sufficient to prove the superiority of the Panama route over all others.

On the 1st inst., a large party of ladies and gentlemen went on the steamer "Taboguilla" to the mouth of the Rio Grande about three miles west of Panama. Here it was intended to land and witness the turning of the first sod, a task which was assigned to Miss. Fernanda de Lesseps, which was to mark the beginning of the work that was to end in the union of the Atlantic and the



Bird's eye view of Culebra — Panama.
Isthmian American & P.R.R. News Agency & Advertising Bureau. A Bienkowski

Pacific Oceans. On account of the lateness of the hour at which the steamer left the wharf, it was impossible to carry out the program in its entirety without delaying the return to the city. With the entrance of the "Taboguilla" into the mouth of the river (the first occasion in which a steamer had ever been seen in that place), it was considered as a beginning of the surveys (mark the failure at the start), and the remainder of the program was then proceeded with.

An address was made by M. de Lesseps in which he announced the fulfillment of his promise to begin practical work on the great canal enterprise on January 1, 1880. He further remarked that his labors had now begun under the authority of the United States of Colombia, with the benediction of Monseignor, the Bishop of Panama, and with the assistance of the members of the Technical Commission charged with the definite studies for the Universal Interoceanic Maritime Canal.

He expressed his entire confidence in the enterprise and its success, to which, he said, he consecrated the closing years of his life, and had no hesitation in counting upon the assistance of the financial world for means to open another highway to the commerce of the world. His Grace, the Bishop then formally bestowed his benediction upon the enterprise, and the blessings of the Universal Church upon the labors of science for the benefit of commerce. Other addresses were delivered after which the steamer proceeded to the islands and then returned to the wharf, landing its distinguished passengers who were unanimous in their delight over the trip.

Grand Banquet to De Lesseps.

The public demonstrations in honor of De Lesseps' arrival came to a close on Sunday, January 4, 1880 with an elaborate banquet tendered him by Dr. Antonio Ferro, the representative of the Colombian Government.

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One hundred and forty invitations were issued, and among those present were notable men from the United States and every part of Europe. M. de Lesseps proposed a toast to "The Press", stating, "That it was the representative of public opinion, and the greatest force of the epoch. With its assistance the greatest commercial interoceanic highway of the world would be made on Colombian territory, under the protection of the Colombian Government and the great powers of the world."

Later he again took the floor and announced that the International Commission had been completely organized, and that it would be divided into five sections. Lieut. Wyse afterwards proposed a toast to the health of the humble laborers, "Without distinction of race or nationality who, in the future may be the useful and modest instruments to carry to completion the greatest work of the age".

First Blast at Culebra.

A numerous party accompanied M. de Lesseps on the morning train of Saturday, January 10, 1880, to

witness the discharge of the first blast on the Cerro Culebra. M. de Lesseps was accompanied by a number of engineers of the surveying party; Dr. Ferro, Colombian Delegate; His Grace, Bishop Paul; Don Damaso Cervera, President of Panama; M. Le Brun, the French Consul, and various residents of the city. With him also was his seven-year old daughter, Miss Fernanda de Lesseps who was to apply the electric spark which was to discharge the first blast in the mighty operation of canal construction.

The mine had been carefully laid in an exceedingly hard and compact formation of basalt, at a few feet below the summit, and charged with thirty kilograms of powerful explosive. The operation was performed with complete success, an immense mass of solid rock being hurled from its original foundation.

The party returned to Panama on the 11 a. m. train exceedingly pleased and enthusiastic over the first practical experiment in canal building on the Isthmus.

American Press on De Lesseps.

"The arrival of De Lesseps and his party at Colon," said the *New York Herald* of January 9, 1880, gives assurance that this able engineer is quite in earnest in his desire to add to his great fame as the constructor of the Suez Canal, the greater fame of opening a navigable way between the two principal oceans. He wishes to satisfy himself as to the practicability of his proposed route by personal inspection. It is not likely that any of the obstacles will escape the observation of so trained and competent a judge. If he concludes that none of them are unsurmountable, the world will naturally put faith in his opinion. He has with him H. Dirke, the famous Dutch engineer whose practical achievement in canal making ranks next to the Suez. If the two most celebrated engineers of the age concur in the belief that a ship canal at Panama is practicable at the sea level, capitalists will be

likely to have confidence enough to furnish the means for the undertaking. If the belief of De Lesseps in the feasibility of this route should not be shaken, his energy and alertness will have given him a decided advantage in advance of the advocates of the Nicaragua route."

Organization of Finances.

The first canal company was capitalized at $60,000,000 divided into shares of $100 each, and $20,000,000 worth of stock was disposed of without effort. De Lesseps went to the United States immediately after his first visit to the Isthmus, and made a tour of all the principal cities in the interest of the undertaking. He was given an ovation everyw here and succeeded in ar.using a great deal of enthusiasm. He then made a similar tour of Europe. At a banquet in Antwerp, a composition was improvised for the occasion reading-

De Lesseps de sa main forte
A Suez ouvrit la porte
De l'Occident vers l'Orient;
Par sa force et son courage
Il va creer le passage
De l'Orient vers l'Occident.

The immediate result of his missionary work was the prompt taking of the remaining stock offering of $40,000,000 with as much again bid for. The preliminary budget of expenses, including the cost of the concession footed up to nearly $9,000,000, and was paid out of the earlier subscriptions. One of the most important items of this budget was the profit-taking on preliminary expenses by the organizers of the company. Under the articles of incorporation, the organizers were entitled to certain cash payments, and fifteen per cent. of the net profits. The latter arrangement consisted in the setting aside for the

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benefit of the organizers of some 1300 blocks, or "founders parts", amounting to 5,000 francs each, and constituted a speculation pure and simple. These blocks later sold all the way from 80,000 to 300,000 francs, the profits thereon accruing to the original holders.

Cost of Canal.

The Scientific Congress estimated the cost of the canal at $214,000,000, while the Technical Commission, on which were two American members, G. M. Totten and W. W. Wright, after personally going over the route, formulated a report on February 14, 1880, estimating the total cubic meterage to be excavated at 75,000,000 and the cost of doing it $168,600,000. On February 20, of the same year, De Lesseps in a letter on the subject lowered the estimate to $131,600,000, on the ground that he believed certain figures named by the Commission were

too high. He cut down the items of the diversion of the Chagres, and the Chagres dam by $19,000,000, in which judgment he erred as shown by later developments.

Speaking before a meeting of the Society of American Engineers at New York on March 1, 1880, De Lesseps stated that vessels would be able to go from ocean to ocean after the expenditure of $120,000,000. Referring to the type of canal at the same meeting he said:—

> "If the committee had decided for a lock canal, I should have put on my hat and gone home. Locks are very good for small vessels, but they would not do for large ships. There is a ship now on the stocks 520 feet in length, and it would take a very long time to take a ship through a canal of this length with a single lock, and with a system of double locks, it would be much more expensive than any deep cutting on the route."

It is interesting to note in this connection that the ship De Lesseps spoke of is something of a pigmy compared with the floating palaces *Lusitania* and *Mauretania* of the present day, whose length exceeds the 1880 vessel by more than 200 feet.

The Era of Activity.

During the first three years the company devoted its energies principally to the work of preparation and getting material to the Isthmus, although by the end of February, 1883, 500,962 cubic meters of earth had been excavated, and a working force of about 3,000 men established. At the very beginning the laborers struck for higher wages. They went to work for 90 cents silver per day, but made a demand for $1.20 per day, claiming that the cost of living had increased, and that the day laborer in Panama was getting $1.00 per day (1). The demand was granted,

(1). Wages of laborers in 1883 were figured in Colombian piastres, worth 84 cents gold each. Therefore the laborer was actually getting 84 cents gold for the day's hire.

A new section of the American Quarters in Culebra — Panama.
Taken from the Reservoir.
Isthmian-American & P. R. R. News Agency & Advertising Bureau. A. Sienkewski.

and later the rate of wage rose to $1.50 silver per day. The purchase of material was not confined to France, but came from every industrial nation. In 1882 three dredges were purchased of a Philadelphia firm for $400,000.

In February, 1883, M. Dingler assumed control of the works as Director General. From this on an impetus was given to operations, and the work proceeded along more systematic lines. Closely following him came Ch. Aime de Lesseps, son of the elder De Lesseps who later became interested as a silent partner in nearly all the large canal contracts, and derived considerable profit thereby. The original plan under which the work was let to contractors failed to meet the company's expectations. The contracts were too small and the work did not go on quick enough. Later on the work was let out in large contracts, most of the smaller contractors prior to this time becoming sub-contractors under the new system.

The route of the canal began at Folks River, Cristobal-Colon, followed approximately the valley of the Chagres to Bas Obispo, then crossed the Cordilleras through Culebra Mountain, and descended through the valley of the Rio Grande to its mouth, the line ending two miles out in Panama Bay. The water depth of the canal was to be 30 feet, and the bottom width about 72 feet. The problem of crossing the Chagres was to be solved by the construction of a great dam at or near Gamboa, from which the surplus water would escape in another direction by means of diversion channels.

With the inception of canal operations, an era of vast expenditure began. Contracts were placed without due regard to economy, and by 1885 it was apparent that all the estimates made both as to cost and length of time in building would be exceeded. About this time too the investors became alarmed at the ruinous manner in which the vast establishment was being run. The press also took it up and soon a strong undercurrent of adverse public opinion became manifest. De Lesseps essayed to stem the

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tide of opposition sentiment and in 1885 applied to the French Government for permission to establish a lottery branch by which he hoped through the issuance of bonds, to provide funds for carrying on the work. The Chamber of Deputies voted the desired permission, but the proposition was later held up pending a report on actual conditions. To this end the French Government despatched Armand Rosseau, an eminent engineer to the Isthmus to go over the situation in detail.

Rosseau's report was discouraging. He declared that a sea level canal could not be carried through to completion with the means in sight, and recommended the changing of the plans from a sea level canal to a canal with locks as an immediate expedient. Others connected with the enterprise coincided with this view, and De Lesseps in the end reluctantly gave his consent to the change. This plan made no change in the line of the canal, but the surface of the canal at its summit was to be forty-nine meters, or about 160 feet above sea level.

The new line of action decided upon, the lottery bonds were issued, the limit being put at $160,000,000. Each bond represented a value of $80, but were put on the market at $72.00. They were to bear 4 per cent. interest, and be redeemed by amortization. The investing public, although the bait was attractive, refused to do more than nibble, and a second attempt likewise proved abortive.

All the Good Things of Life.

Economy was an unknown factor in the administration of affairs of the first company, and extreme generosity characterized its treatment of its white employes who in the main were from France. The average pay of a clerk was $125 per month, and of a chief of division from $200 to $300 per month. Two years' service entitled the employe to 5 months' leave of absence, and travelling expenses both ways. Quarters were furnished free as well as everything necessary to fit them up, furniture, bedding, lamps, kitchen utensils, etc. All the head offices were in Panama, and the officials all resided there. The section of the city surrounding San Francisco Park was the headquarters of the French colony in those days. There was no system of accounting in vogue, and employes were permitted to draw household articles upon requisition about whenever they liked. In a multitude of cases this laxity was taken advantage of and quite a business in the buying and selling of company's furniture, etc., was secretly carried on. After pay days money flowed like wine, and it was not an uncommon occurrence to see the street around Cathedral Park filled with seats for the accommodation of officials and employes bent upon having a good time. In the offices a day's work consisted of seven hours, from 7 a. m. to 11 a. m. and from 2 p. m. to 5 p. m.

Convalescents at the Taboga Sanitarium were cheered back to health with truffles, mushrooms, spinach, wines

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The Pacific Entrance to the Canal--Panama.

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and all the delicacies of the French markets. In four years the items of pillows, bolsters, and other bed linen purchased from one Paris firm aggregated $30,000, and this was only one of several firms furnishing this class of material. The purchases of stationery in six months from one firm alone amounted to $15,000 per month. In 1904, the writer saw more than a ton of pen points that had become rusted and useless, thrown away. Verily the material contracts were a good thing for the dealers, but what of the poor peasant who invested his savings in canal shares on a rising market?

"Dingler's Folly" (Folie Dingler.")

Standing on a handsome terrace on the western slope of Ancon Hill is a building that readily commands attention from passersby via. either the old or new La Boca roads. It was the prospective home of M. Dingler, one of the foremost Director Generals of the French company, but he never occupied it. Work on the mansion was started shortly after he came to the Isthmus in February, 1883, and the cost including the grounds is estimated to have been nearly $50,000. For many years it has been known among the French people of Panama, as "Folie Dingler," or "Dingler's Folly." At the time the American Government took possession the place had fallen greatly into decay, but needed repairs were made, and for the past three years it has been used by the Department of Sanitation as a quarantine detention station.

The experience of M. Dingler on the Isthmus is, perhaps, the most pathetic in canal history. Stories of the fatal effect the climate of the Isthmus was said to have on foreigners reached France, but Dingler scoffed at these reports. "I am going to show them," he is reported to have said, "that only drunkards and the dissipated take the yellow fever and die there." He brought with him his wife, son and a daughter. His son who was made

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Chief of Posts, shortly contracted yellow fever and died. Dingler subsequently returned to France on leave of absence and upon the reappearance of himself and family on the Isthmus, his daughter fell victim to Yellow Jack. On the return from a second vacation his wife also sickened and died from the same fatal disease. Dingler afterwards went back to France a broken-hearted man. Later he became insane and died in a mad house.

The Collapse and its Results.

The closing days of 1888 marked the end of the De Lesseps regime. In December of that year the company went into liquidation, and on February 4, 1889, a receiver of its affairs was appointed by the Civil Tribune of the Seine, with authority to transfer all, or any portion of its assets, to a new corporation. On the Isthmus the work was not definitely suspended until March 15, 1889, although but little work had been accomplished for three months prior to this event.

The suspension of operations threw a small army of laborers out of a job, and an immense amount of suffering resulted. Nine-tenths of the men employed on the canal works were from the West Indian islands. Living only upon what they earned day by day the stoppage of work brought them at once to the verge of destitution. The Jamaican Government however took cognizance of

their condition, and through their Minister Resident appointed thirteen agencies at different points on the line to carry on the work of repatriation. These agencies had up to May 7th, 1889 sent back over 6,000, while 4,000 more went back on their own account. Of the balance of the 20,000 laborers at work on the canal when the crash came, some remained on the Isthmus and the rest migrated to the other West India islands. The work of repatriation cost the Jamaican Government $5.00 per head, or a total of about $30,000. The Chilean Government seeing an opportunity at this time to secure immigrants granted 40,000 free passages from Panama to Valparaiso to all classes except colored people and Chinese, and for several months every mail steamer south took away from 400 to 600.

The report of the receiver showed that the total expenditures made by the canal company on the Isthmus amounted to $156,654,687, and the total expenditures in Paris, $78,140,330, a grand total of $234,795,017. Of the items of disbursements at Panama, salaries and expenses of management footed up $16,540.883; rents and maintenance of leased property, $3,301,070; material and supplies, $29,722,856; buildings, $15,397,282; construction and engineering expenses, $89,434,225; land purchases, $950,655, and medical and religious attendance, $1,836,768.

"Coming Events Cast Shadows Before."

"It is time that we of the southern nations" says *El Porvenir* of Cartagena in an article published in' April, 1889, commenting on the canal collapse, "s hould rely on no other assistance for the spread of our industries and to restrain the tendencies of European governments, save that which can be given by our brothers of the North who are interested with us in seeing that only American interests should prevail throughout the length and breadth of the land. . . . . Let us undeceive ourselves. If the nations of South America yet require a tutor to free

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them from deceit and to promote their well-being, that tutor should not be and cannot be other than the Government of the United States, which is directly interested in seeing that the map of America should register no other nationalities. It is our opinion that the Panama Canal will be opened owing to the necessity felt by the commercial world for that cheap and commodious route, but in truth we must say that no other country save that of North America can carry to a happy conclusion that great work, since only that country possesses the requisites which are necessary to finish it, and which are: An abundance of money, fitting machinery which cannot be found in other countries, and habits of work united to reasonable economy in expenditures."

The *Star & Herald* in an editorial in its issue of May 17th, 1889, under the caption of "Future of Panama," takes a philosophic view of the situation and urges the Isthmian people to bestir themselves and develop the rich possibilities that lie between the two oceans.

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The Second, Or New Company.

The history of the new company does not record any startling achievement in the amount of work accomplished, in fact, the rather desultory manner in which the work was carried on lends color to the belief that it was organized primarily at least, to protect the assets of the old company, and to make a sale when the opportune moment arrived. Compared with the amount of money expended however, it made a much better showing than the old company. With a working capital of less than $13,000,000 it excavated some 10,000,000 cubic meters of material, as compared with about 50,000,000 cubic meters excavated by the old company at a cost of upwards of $250,000,000. In this connection consideration must be given the fact that with the new company plant and material was ready at hand, so that the expense on this account was comparatively small. It was also the expectation that at the end of three or four years' work the investing public would have their confidence in the undertaking restored, and provide more funds for the purpose, but this expectation did not materialize.

In 1890, the services of Lieut. Wyse were again brought into play and on December 10th of that year he secured a new agreement with Colombia granting a ten year extension for the completion of the work. The delay

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in organizing the new company made it impracticable to comply with the above time limit, and negotiations with Colombia were reopened. On April 4, 1893, another extension was granted which provided for the resumption of work on a permanent basis by October 31, 1894, and the completion of the canal within ten years from that date. Toward the close of the nineties it was manifest that the concession would expire before the work could be finished, so in April, 1900 a third extension was arranged which stipulated that the canal should be completed by October 31, 1910. In passing it is just to observe that the Colombian Government exercised a remarkable degree of patience in this connection.

A Stupendous Undertaking.

The organization of the new company was a stupendous undertaking in the face of the fact that the mere mention of "Panama" to a French investor was like flaunting a red rag in front of a bull. Visions of graft and extrav-

agance floated ever before his mind. However, in October, 1894, the "New Panama Canal Company" was finally launched upon the troublesome waters of canal endeavor, with a capital stock of 65,000,000 francs ($13,000,000), divided into shares of 100 francs each. Under the agreement 50,000 shares fully paid up were at once set aside for the Colombian Government The receiver of the old company became a party to the new organization and transferred all the property and assets of the old company, real and personal, whether in France or Panama, including the grants from the Colombian Government; also the rights of every nature in the Panama Railroad, which had been obtained through arrangements entered into between the company and the holders of railroad stock. The receiver also subscribed in his official capacity for about one-fourth of the stock of the new company.

Under the terms of the transfer the new company had a title to the whole property, but the rights of those interested in the old company were not entirely extinguished. The latter were under no further obligations to contribute toward the auxiliary works, but its successful completion and operation would be of advantage to them to some extent, inasmuch as under the terms of the sale sixty per cent. of the surplus income after payment of expenses, charges and stipulated dividends was to be appropriated by the receiver for distribution among them. While there might be little or nothing left for the proposed distribution, the existence of this right in favor of the shareholders in the old company made concurrence obligatory in case of a sale of the property.

Should the construction have gone by default on October 31, 1910, the concession would have lapsed, but through its railroad contract the company would have exclusive control of the territory through which the line extended until 1966, but being absolutely prohibited the while from selling to any foreign government, it was manifest that even if the privileges of the company could have been purchased,

the conditions would not have permitted of any other government exercising its rights of ownership in connection with the construction of the canal.

The receiver according to the terms of transfer was clothed with authority to appoint a commission of engineers to rectify previous surveys, inspect progress made and to supervise expenditures, and one of the first steps taken was to organize the Comite Technique, consisting of seven French engineers. This committee made in all three different reports. The first proposed a lock canal at an impracticable height; the second provided for a lock canal, the bottom of which should be 20.75 meters, or about 68 feet above sea level. The locks according to this plan would be five in number, one each at Bohio and Bas Obispo on the Atlantic side of the divide, and one each at Paraiso and Miraflores, with a tidal lock near Miraflores on the Pacific side. The third plan comprehended a canal the bottom of which would be about 32 feet above sea level, and with but three locks, one at Bohio, another at or near Pedro Miguel, and the third at Miraflores.

Net Results.

The committee's plan for regulating the Chagres River, and to obtain therefrom the requisite amount of water to operate the canal at all times, consisted in the construction of a dam at Bohio of 250,000,000 cubic meter capacity, and of another dam farther up the river at Alhajuela, capable of storing 150,000,000 cubic meters of water. With the lake at Bohio, and the reservoir at Alhajuela, it was estimated that there would be no difficulty as to a sufficient water supply at any period of the year. The old company engineers proposed the site of Gamboa for a dam after it took up the lock canal proposition, but the Comite Technique considered this site as entirely unsuitable. The Gatun site of the present day never entered into the calculations of the French engineers.

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The Comite Technique left as a heritage a vast amount of valuable papers bearing upon surveys and chartings which have been used to good purpose by the Isthmian Canal Commission. Apart from these, the results of the efforts of the new company were small. The actual construction work was confined principally to excavating in Culebra cut, and work at the Pacific entrance to the canal. Not to exceed 3,000 men were on the company's pay rolls at any one time, as compared with the maximum number of 25,000 in the best days of the old company.

The amount of excavation done by the two French companies during the active period of their existence is shown by the following data:

Highest elevation at Culebra before work began	312 ft.
Highest elevation at Bas Obispo before work began.....	233 ft.
Greatest depth of excavation by the French at Culebra	161 ft.
Greatest depth of excavation by the French at Bas Obispo....	148 ft.
Total excavation by the French including diversion channel	70,000,000 Cu. Yds.

MUTTERINGS OF SEPARATION.

Talk of separation bobbed to the surface repeatedly during the interval of eighty or more years between Panama's independence from Spain, and the secession movement of 1903. The tie that bound her to the Granadine Confederation, and later to Colombia had always been a galling one. It was continually a game of give and take, with Panama in the charity role.

The people of the Isthmus were not long in sizing up the situation, and as early as 1827 started a separation movement, which had for its aim annexation with Great Britain. The prime movers of this, set forth the fact that the commercial relations of Panama with the interior departments of Colombia amounted to but little; natural barriers preventing free intercourse, and complained that the inhabitants of the southern part of the republic treated the people of the Isthmus as foreigners and preyed on their commerce. Before the movement had gained much headway however, the patriot, Bolivar stepped into the breach and pacified the secessionists.

The next attempt at separation occurred on November 18, 1840 when the people of the city of Panama, under the leadership of Col. Tomas Herrera arose en masse and proclaimed their independence. Inasmuch as the civil head of the Isthmus, Dr. Carlos de Icaza, was himself in sympathy with the movement, no opposition was offered by the authorities.

Dr. Rufino Cuervo, at that time Minister of Colombia at Quito, hearing of what was going on in Panama sent Col. Anselmo Pineda and Dr. Ricardo de la Parra there with the object of discouraging the movement, and to reincorporate the Isthmus into the Granadine Confederation. The commissioners promised a much better adminis-

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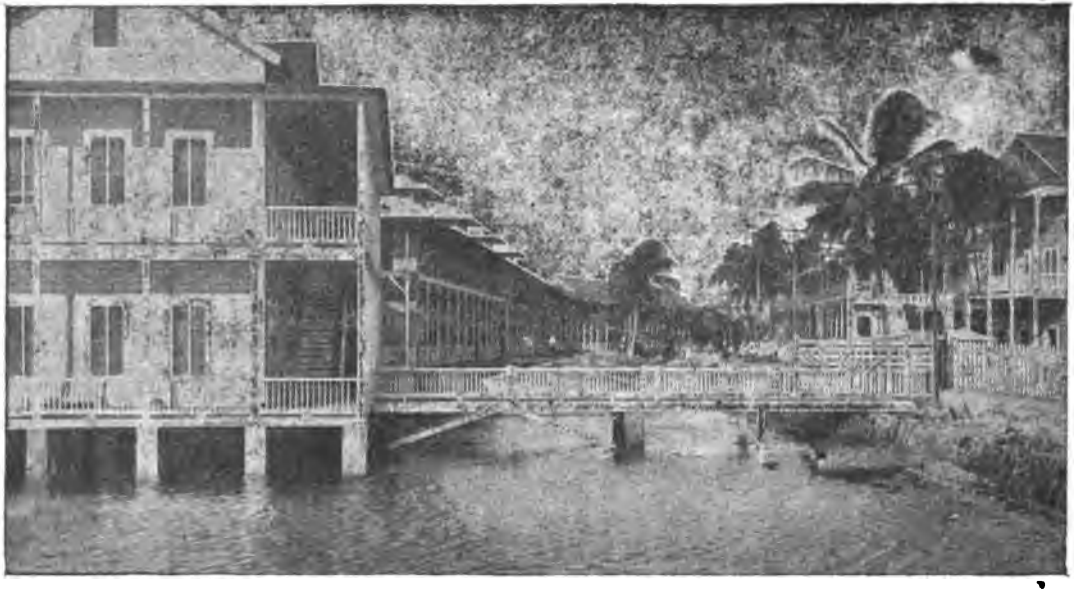
tration of affairs in which Panama was concerned, and full amnesty for those connected with the separation plot. In view of the fact that these promises were backed by guarantees from Dr. Cuervo, Gen. Juan José Flores, and the President of Ecuador, the people of the Isthmus entered into a new treaty on December 31, 1841, by which Panama once more became a member of the New Granadian League.

In March 1842, Domingo Caicedo, then Vice-President of New Granada, repudiated this treaty, claiming that Dr. Cuervo and Dr. Parra had exceeded their powers, and in the same year the Granadian Congress repudiated the law granting amnesty to the Panameños. Many of the latter to avoid persecution were forced to expatriate themselves.

Another agitation for independence was started in 1860, fostered by José de Obaldia, then Governor. At this period New Granada was badly disorganized, having just been racked by civil war, which resulted in the pro-



The I. C. C. Hospital in Colon — Panama.

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claiming of Tomas Cipriano Mosquera, dictator. Obaldia thought the time propitious and announced his intentions to the Bogota Government, advising that it was proposed to set up an establishment under the protectorate of either the United States, France or England. At this juncture, Obaldia was succeeded by Santiago de la Guardia, as Governor, and the latter neglected to follow up the advantage. Mosquera by this time had gotten his political affairs straightened out somewhat, and turned his attention to the Isthmus. In 1861, he sent a deputy to Colon to meet the Isthmians and arrange a new treaty which provided for more promises and guarantees, but in less than a year Mosquera saw fit to repudiate the agreement.

On Feb. 27, 1855, the Government of New Granada conferred on the Isthmus, the title of "State of Panama," and the rights and privileges of a sovereign state, a distinction not shared in by the other provinces of the Republic. It is doubtful however, if this act ever resulted in any benefit, direct or indirect, to the people of Panama.

IN THE THROES OF REVOLUTION.

The political history of the Isthmus is marked by many a wound and many a scar, but its troubled waters has been stirred so often in times past that the breaking out of a revolution ceased to excite more than passing comment abroad. Many of these internecine struggles were insignificant in their nature and of short duration, but the war of 1900 to 1902 was of an entirely different character and constituted the most sanguinary epoch in the annals of the Isthmus.

The trouble first started in the interior of Colombia, and before hostilities were finally suspended, the flame of

revolt had spread the length and breadth of the country. For more than fifteen years the ruling party in Colombia had been the Conservative or clerical party as it was sometimes called. In 1898 this party lost the reins of government through a deflection from its ranks of a group of men calling themselves Nationalists. The Nationalists favored a milder course toward the Liberals and elected Dr. Manuel Sanclemente, President. Meanwhile the Conservatives were not idle, and the following year succeeded in having Sanclemente deposed by "golpe de estado" (1). This brought the Conservative party back into power with José M. Marroquin, Vice-President under Sanclemente, at its head.

The Liberal party at this period is said to have constituted about seventy per cent. of the entire population, exclusive of the uncivilized Indians. Many years before when in power, this party had incurred the enmity of the church by expelling the Jesuits and confiscating church property for the use of state and education. Since then, to check the party's growth and to stamp out liberal tendencies, it is alleged that the offices of the church were frequently used. Many are said to have been excommunicated; the marriage service and rites of burial refused, and their children denied admission to the schools. Furthermore they were not entitled to the privileges of the courts, and often awoke in the morning to find their property confiscated and an order of arrest confronting them. They were permitted no representation in local or federal offices, nor in Congress, with the notable exception of Gen. Rafael Uribe-Uribe, a man of uncommon intelligence and a natural born leader whose personal following was too strong to be easily thrust aside.

Disaffection Reaches Panama.

It only needed a decided incentive at this stage to plunge the country into a civil war, and the incentive was

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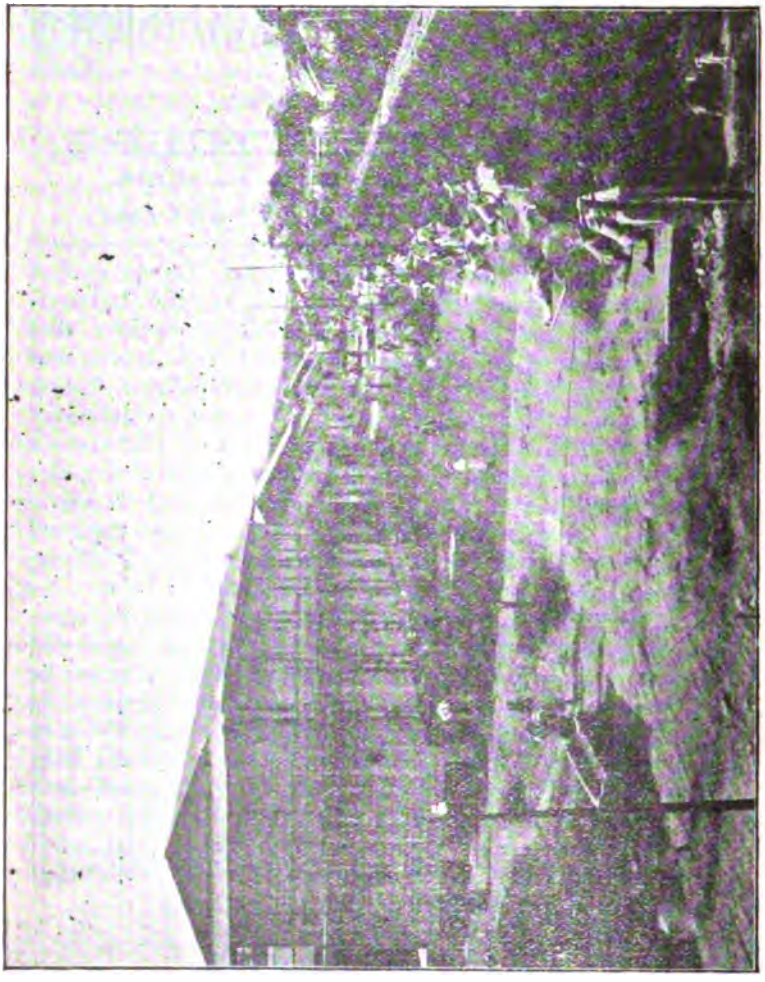
furnished by the deposing of Sanclemente. The strife that followed lasted three years, and according to official reports cost the lives of over 50,000 men. The information that had been coming to Panama, sometimes false, sometimes true, had the effect of stirring up a bitter political feeling which came out openly upon the landing of a revolutionary expedition from Nicaragua on the coast of Chiriqui in April, 1900. This expedition consisted of 110 men under the command of Generals Emiliano Herrera and Belisario Porras. With this small force they attacked and captured the garrison at David, the capital of Chiriqui Province, and then commenced a march on Panama.

Gen. Herrera having a personal knowledge of the country and people through which he was passing succeeded in securing numerous recruits, so that at Bejuc , where he encountered the first serious opposition to his progress, he was able to defeat Gen. Lozada at the head of 650 men of the Colombian Line. The revolutionists continued their advance upon Panama and were practically unopposed until they arrived at Corozal, three miles from Panama. Here he was again met by the government troops who, after giving battle, retired to the city. By this time Gen. Herrera had under his command about 1500 men.

Attack On Panama.

Upon the withdrawal of the government troops, Gen. Herrera proceeded to occupy a position commanding the



BEFORE THE TRENCHES NEAR CALEDONIA BRIDGE.

(COURTESY OF LEONALDO VELASCO.)

city of Panama. He then demanded through the foreign consuls the capitulation of the town without fighting in order to avert loss of life. The consular representatives labored earnestly to come to some understanding, but the negotiations which occupied two days' time completely failed. In the meantime the government forces had been working day and night strengthening the defenses and preparing for the attack, while many of the townspeople took advantage of the temporary lull in hostilities by betaking themselves to a place of safety. Many took refuge on board the British cruiser "Leander" at anchor in the bay. His delay in pushing the attack subjected Gen. Herrera to severe criticism on the part of his subordinate officers who claimed that but for these dilatory tactics which enabled the government forces to form their plan of defense and dispose their men to the best advantage, the victory at Corozal could very easily have been duplicated at Panama. Looking at it from a purely humanitarian point of view however, Gen. Herrera's act appears commendable.

The attack on the city commenced from three sides and continued day and night for seventy-two hours, with only an occasional intermission to allow the removal of the wounded. This was effected in part by an ambulance corps of one hundred men from the "Leander" who voluntarily placed their services at the disposal of the authorities.

The fighting was very fierce and at times hand to hand in the trenches and behind the barricades. The operations were principally confined to that part of the town known as Pueblo Nuevo, San Miguel and Caledonia, now directly overlooked by the Hotel Tivoli. On the second night of the battle the government troops were reinforced by the arrival of several hundred men of the Colombian Line from Colon, under the command of Gen. Sarria. He also brought word that still more troops were being despatched from Colon by the Governor of Panama, Gen. Campo Serrano.

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The above news coupled with the determined resistance offered by the government forces, and a shortage of ammunition discouraged the revolutionists, and at the termination of the three days' fighting, a truce was arranged. This resulted in the revolutionists accepting the offer of Gen. Alban, the military and civil chief of Panama, to surrender with honor and be placed on parole.

The trenches and outskirts of the city presented a terrible sight after the battle. The streets and fields were strewn with the unburied dead, among them being some of the best of Panama's young men who had espoused the cause on both sides.

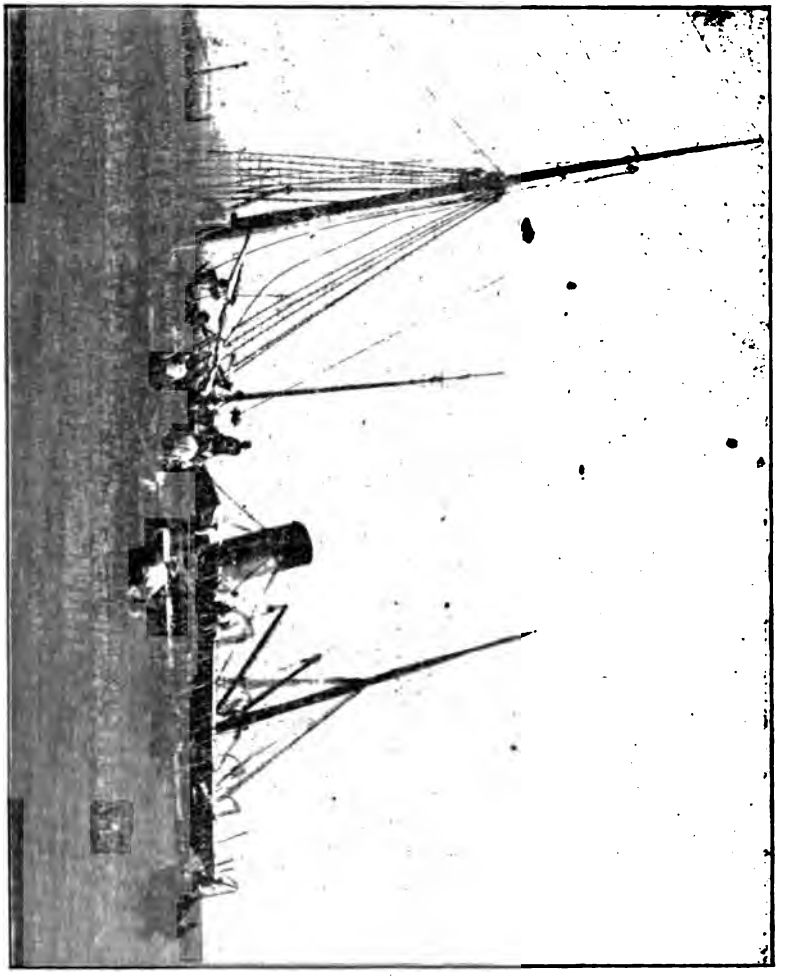
From this date until the cessation of hostilities, the city of Panama, being used as the head military post of the Colombian government on the Isthmus for troops and supplies, was kept in comparative peace and quiet, although the ensuing two years witnessed continual fighting in other parts of the country. At one time the revolutionists were in possession of every important point and post, with the exception of the city of Panama. The United States Government at the request of the authorities at Bogota finally landed a force of marines to keep the transit open. Fighting was thereupon stopped along the line of the railroad, and to insure further the preservation of order, from three to four warships rode at anchor in the harbor.

The Sinking of the "Lautaro".

The naval battle in the bay of Panama on January 20, 1902, which resulted in the sinking of the Colombian gunboat *Lautaro*, and the death of Gen. Carlos Alban, the government's chief military representative on the Isthmus, afforded one of the most interesting spectacles connected with the revolution. A few days previous to this engagement the *Lautaro*, a boat belonging to the Chilean steamship line, had been impressed into service by the government authorities without waiting for the consent of the head of affairs at Bogota. Guns were mounted and the boat otherwise put in readiness to go in search of the revolutionary vessel *Padilla*, and to relieve the garrison at Aguadulce which at that time was being hard pressed by the Liberals.

On the night before the *Lautaro* met her fate, Gen. Alban with several of his officers went on board and discovered the Chilean crew had broken into the spirit room and were committing drunken excesses, one being the letting of all the fresh water out of the tanks. Finding it useless to try and discipline them, the general retired and was awakened in the morning with the information that a vessel was steaming into the harbor showing no distinctive colors. After passing inside of where the American cruiser, *Philadelphia* lay at anchor, the boat which proved to be the *Padilla*, opened a well-directed fire on the *Lautaro* dismounting one of its guns at the first shot, and killing Gen. Alban and several other men at the second fire.

In the meantime the small Colombian gunboat *Chucuito* with Gen. Esteban Huertas and Gen. H. O. Jeffries on board came up from La Boca and steamed to within five hundred yards of the *Padilla*. The *Chucuito* immediately opened up with a light rapid-fire automatic gun which however, made no impression on the revolutionary steamer. The latter continued to hammer away at the *Lautaro* until the vessel caught fire and sank slowly out of sight



SINKING OF THE "LAUTARO"

(COURTESY OF DONALDO VELASCO.)

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beneath the waters of the bay. The noise of discharging cannon and the blowing up of the powder magazine on the doomed boat as the fire reached it, performed a fitting requiem over the dead body of the military chief, Gen. Alban, which went down at the same time.

The upper part of the masts of the *Lautaro* may be readily seen to-day at low tide sticking out of the water. A year or so since there was some talk of dynamiting the clearing away the spot, but no action in regard to it has yet been taken. The *Padilla* remained in the hands of the revolutionists until peace was declared. It was then turned over to the Colombian Government and renamed the *21 de Noviembre*.

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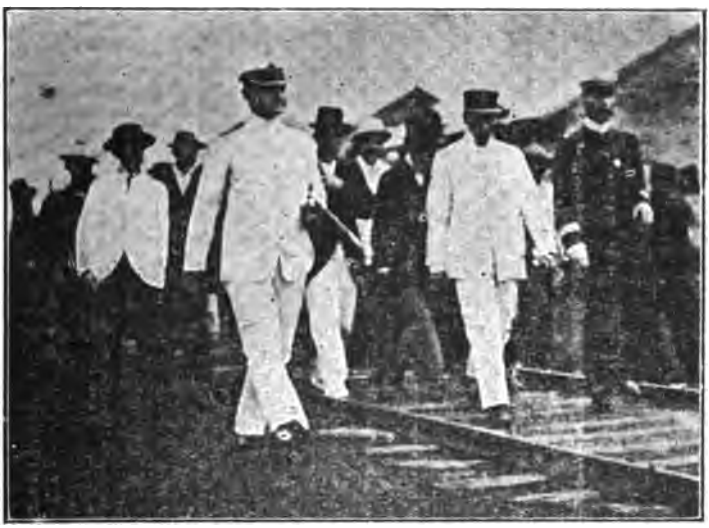
The Siege of Aguadulce.

In January, 1902, Gen. Herrera, the Liberal leader, with his Indian allies under Victoriano Lorenzo appeared before the town of Aguadulce in the province of Coclé. The town was garrisoned by a government force of about 1,300 men under the command of Gen. Castro. The Liberal general demanded the unconditional surrender of the garrison, at the same time conveying the information of the loss of the *Lautaro* upon which the government troops had depended for supplies. The demand was refused, and on January 23d, the Liberals commenced the attack. After twenty-four hours' fighting the government forces were defeated, Gen. Castro and 350 of his men escaping to Panama. In this engagement some 750 men were killed and wounded on both sides, while the Liberal leaders reported the capture of 700 prisoners.

In June, 1902, the government despatched a force of 1,200 men to retake Aguadulce. The troops arrived at the town on June 20th and were immediately surrounded by a superior force of Liberals. The latter invested the place so closely as to cut off the besieged entirely from obtaining supplies. The government had provided the garrison with five hundred cattle, but these were mysteriously run off one night leaving the besieged practically without food. Such straits were they in that they were compelled to kill and eat their horses, and later on other animals, including the dogs. Decayed fruit, and pieces of palms and shrubs were also utilized to sustain life. The garrison continued to hold out until August 21, 1902, when it capitulated, over 1,000 prisoners and a large amount of ammunition falling into the enemy's hands. During the siege the garrison suffered the loss of some two hundred men through sickness and starvation.

Another revolutionary expedition organized in Nicaragua landed near Chame, Province of Panama, on September 1, 1902. The party consisted of about 120 men,

sixty of whom were experienced veterans, and had for their leader Gen. Domingo Diaz of Panama. At Chame the expedition was met by Papi Aizpuru, Secretary of Victoriano Lorenzo, with 300 Indians. The force marched to Bejuco where at a conference of the Liberal officers, Gen. Diaz was made the military and civil chief of the Liberal forces on the Isthmus.



GENERAL ALBAN ENTERING COLON.

(COURTESY OF DONALDO VELASCO.)

The Story of Victoriano Lorenzo.

The Indians of the Province of Coclé have been more or less independent as far back as history has knowledge of. It has been their custom to select a governor from among their number to whom all tribal differences are referred, and in whose leadership implicit confidence is placed

The Panama Government has given them the right of suffrage, but they have never evinced much of a desire to take a hand in matters political, and are content to till their fields and to carry on their small trading operations. In the revolution of 1900-'02 however, they constituted quite a factor in the warring elements, but it is doubtful if they would have taken a part in it, but for the personality of their Governor and leader, Victoriano Lorenzo, who, moved by a spirit of revenge joined issues with the Liberal forces, was made a general and afterwards assisted greatly in the victories of that side. One of the commodities in which these Indians deal largely is salt, and in securing their support to the revolutionary movement, they were led to believe that if the Liberals were successful, they would be permitted a free trade in it.

About the time the revolution broke out, Victoriano Lorenzo had a large farm and was attending strictly to his own affairs. He had one annoyance and that was the constant nagging of a petty official. Lorenzo finally gave the latter to understand that if he was troubled any further he would take steps to stop it. The official paying no attention to this warning, Lorenzo abducted him and took him into the mountains. The government hearing of this summary action sent troops to Lorenzo's home where they committed various sorts of depredations. This coming to the knowledge of Lorenzo, and believing himself an outlaw, he proceeded to revenge himself in Indian style by performing savage atrocities on the prisoners he captured. On one occasion he killed a Spanish priest.

By this time he had enlisted quite a following and tiring of the outlawed existence which he led, he joined the Liberal forces and carried on a guerrilla warfare. On joining the revolutionists he ceased committing acts outside the pale of civilization, and conducted himself more in accordance with the usages of war. When hostilities ceased, a general amnesty was declared whereby the adherents of the Liberal cause without exception were allowed to

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either leave the country, or return to their homes unmolested. Lorenzo believing himself secure under this proclamation made no effort to hide, or flee the country. By the authorities however, he was regarded as an unsafe man, and later through the efforts of Gen. Benjamin Herrera he was apprehended and turned over to the Colombian officials.

He was held a prisoner for some months during which time on one occasion he made his escape only to be recaptured the same day. It is believed by some that the escape was "arranged" in order that an additional charge might be secured against him. In 1903, after the country had become tranquil again, a commission was despatched from Bogota with orders to execute Lorenzo. On May 14, 1903 he was condemned to be shot for committing robberies and assassinations, and performing acts contrary to civilized warfare. Moved probably by a spirit of

fair play, the Governor, foreign consuls and prominent citizens endeavored to secure a mitigation of the sentence, but the Bogota commission declared they were acting under specific orders to have him executed, and he was accordingly shot in the Plaza de Armas on May 15, 1903.

Sign Treaty of Peace on "Wisconsin".

In April, 1902, the Archbishop of Bogota issued an encyclical under the authority of the Catholic Church of

GEN. PERDOMO,
THE COLOMBIAN PEACE ENVOY.
(COURTESY OF DONALDO VELASCO.)

Colombia, in which it was stated that in order to show a christian spirit, avoid further bloodshed, and to end the bitter struggle that was ruining the country, the Liberals would

be granted immunity and forgiveness, provided they would lay down their arms and agree to peace. They were also promised equal rights, representation and personal freedom without prejudice to their opinions. This letter did not have immediate effect in bringing hostilities to a close, but later in the year after an exchange of numerous communications between the Liberal and Government leaders, a satisfactory understanding was arrived at, and on the 21st of November, 1902, a treaty of peace was signed on board of the United States battleship "Wisconsin", Capt. Casey Commander, in Panama harbor. In bringing these negotiations to a conclusion, Gen. B. Herrera represented the Liberals, while Gen. Victor M. Salazar, then Governor of Panama, Gen. Alfredo Vasquez Cobo, and Gen. Nicolas Perdomo, the latter being the special envoy from Bogota, represented the side of the Government.

Applied for Annexation.

Under date of November 28th, 1899, before the revolution had broken out on the Isthmus, the *Star & Herald* printed the following Washington dispatch:—

> "Panama has applied for annexation, but in view of the fact that Panama is not an independent republic, the authorities deem it advisable not to jeopardize the friendly relations of the Bogota Government with this country, and the application has been filed."

POLYGLOT PANAMA.

From the day of discovery until now the Isthmus has only been a landing place and porterage for those that came and went, and who wished most heartily it had been an open sea instead. Captains of ships all the way from the dinky old galleons to the floating palaces of the present day have found it an interposition of Divine Providence, in their opinion uncalled for. Panama hav-

P. R. R. Station at Empire — Panama.
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STORY OF THE YOUNGEST REPUBLIC

With Some Side Lights on the Historic Drama of 1903, in which the Interests of three Countries Were Involved.

Although four years have elapsed since the Republic of Panama took its place in the ranks of the world's free and independent nations, the dramatic events that led up to and surrounded the secessionary movement have never been clearly understood. Links have been missing, and some perhaps are still missing, in the chain of circumstances, the forging of which began with the negotiations for a canal treaty between the United States and Colombia; reached the white-heat stage in the revolutionary incidents of 1903, culminating in the tempered and finished period of the

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ing a cosmopolitan population peculiar to itself is not strictly speaking a sea-faring community. The linguistic accomplishments of its people has often been remarked. It is rare to find among the educated classes a person whose means of expression is confined to one tongue or language. It is not unusual to hear half a dozen languages used at once in any chance crowd. Gibraltar with its "rock scorpions" has a world-wide reputation for a Babel of tongues, while large cities like London, New York and Paris embrace widely different races, but we venture to say for its size there is no successful rival in this small world of ours equal to the polyglot city of Panama.—From the Panama "Star and Herald", January 26, 1877, at that time edited in three languages.

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present, as represented by the impending treaty with Colombia, in which amicable relations between Panama and the mother country bid fair to be restored. Mr. F. L. Rockwood who has furnished The Pilot and Guide with much information in connection with this article, was a resident of the Colombian Capital while these events were taking place, and speaks of the situation there from personal knowledge. The plot and the cast have been at hand. The dramatization only has been lacking.—Editor.

Why the Colombian Treaty Failed.

It is necessary to take a dispassionate view from both sides to understand the events that put in action the separation from Colombia, and made the Republic of Panama a reality. When the United States undertook to negotiate a canal treaty with Colombia in the earlier part of 1903, one of the important and leading figures of the latter country, of whom there is very little known outside, was Dr. Josè M. Marroquin, a man then about 67 years of age, of excellent character and reputation, and by profession a doctor of laws. The sudden retirement of President Sanclamente brought Marroquin into the presidency as a representative of the Conservative party, otherwise known as

the Clerical party from its deference to the Church in affairs of state and administration of laws. The government at the capital at the time of Marroquin's ascendancy was dominated by an unprincipled political faction whose policy was rule or ruin, and paved the way for the long and wasteful three years' war. With the return of peace and the assembling of Congress, the government found itself still dominated by this faction in both branches, which was worse than the open revolutions of the Liberal party.

It is but just to state that the Colombian Congress contained many patriotic and high-minded men who endeavored to act for their country's good, but the factional element was for getting the government into their hands at any cost and incidentally the control of the $20,000,000 national annual income, compared to which the Isthmus and the canal cut but a secondary figure. They had as their leader Gen. Velez, who was slated for the presidency if a change could be effected.

At the time when the war of the revolution was in full swing on the Isthmus, President Marroquin appealed for help from the United States Government to preserve order there in favor of his government, especially along the line of railroad, promising in return that when the revolution was over, he would sign a canal treaty, thereby pledging the word of his country as its president. The United States landed troops and thereafter until the cessation of hostilities kept the transit clear.

Then came the assembling of the Colombian Congress for the discussion of the proposed canal treaty, and President Marroquin was informed that he would not be allowed to comply with his word unless authorized by it, despite the special powers that had previously been conferred upon him for this purpose, in which the honor of his country was compromised.

The Colombian Congress was duly put on notice concerning action on the treaty as evidenced by the following

memorandum presented by the United States Minister at Bogota to the Colombian Government, June 13th, 1903:—

> Sir:—I have received instructions from my government by cable to the effect that the Government of Colombia, by all appearances, does not fully appreciate the gravity of the situation. The negotiations for the sale of the canal at Panama were initiated by Colombia, and were urgently solicited from my government for many years. The propositions presented by Colombia, with a few modifications, were finally adopted by the United States. In virtue of this agreement our Congress revoked its previous decision, and decided for the Panama route. If Colombia now rejects the treaty, or unduly delays its ratificati n, the amicable relations existing between the two countries will be so seriously compromised that our Congress in its next session may adopt measures that may be regretted by all friends of Colombia.

This evidently had no impression on the dominant faction in the Colombian Congress, as indicated in the following cables to the Panama *Star & Herald*:

> Bogota, July 7, 1903.
>
> Gen. Velez, leader of the opposition said, "My countrymen are opposed to the treaty as it now stands, as they do not think that the United States has been generous enough in the terms offered.
>
> Bogota, July 8, 1903.
>
> About President Marroquin signing the canal treaty, the Minister of Foreign Affairs in a much applauded speech answered all of Caro's arguments, finally convincing the Senate that THEY must approve the canal treaty before the President's signature.

It was apparent to President Marroquin that the factional element was using the canal question to place him out of power and bring their following into control of the government, and that to attain this object they were ready and perfectly willing to sacrifice the canal treaty.

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OUR WATCHMAKER AT PANAMA ON MAIN STREET.

After two months or more of debate in both houses the treaty came to a vote in the lower branch of Congress and was endorsed by that body. It then went to the Senate where Velez and his following had made all preparations to fight it to the last ditch. The result appears in the cable herewith:—

Bogota, August 12, 1903.

The Hay-Herran canal treaty was defeated in the Colombian Senate to-day.

Immediately the result became known, President Marroquin adopted a course which had for its object the placing of the dominant political faction in the Colombian Senate in a corner at any cost. He made up his mind that as president of the country his word would be complied with indirectly, if it could not be directly, and accordingly appointed Don Domingo de Obaldia, who was pronounced and outspoken in the interests

of Panama, to be its governor. This raised a storm of protest, and showed that a political move was on the board that had not been thought of, but with all the criticisms of the Colombian press on this appointment, none denied but that Obaldia was a man of high character and ability. It was this fact that stirred them up the most.

From the Colombian Minister at Washington, and from individuals and companies in the United States and Europe, having commercial interests in Colombia, came cable after cable concerning the movements and purported plans of the revolutionary agents of Panama. These cables were sent principally over the lines touching Venezuela, and from there transmitted by telegraph to Bogota, it being considered unwise at this juncture to send them in the usual manner through Panama. Many of the cables urged the massing of troops on the Isthmus in order to forestall the rumored change in political ties. So well informed was the Colombian Government and even private parties at Bogota, that it was a matter of public comment on the streets at this period why no action was taken looking to the despatch of troops to the Isthmus. In the meantime the faction who had defeated the canal treaty gave open expression to the belief that this turn of events would bring its adherents permanently to the front, and its leader into the presidential chair.

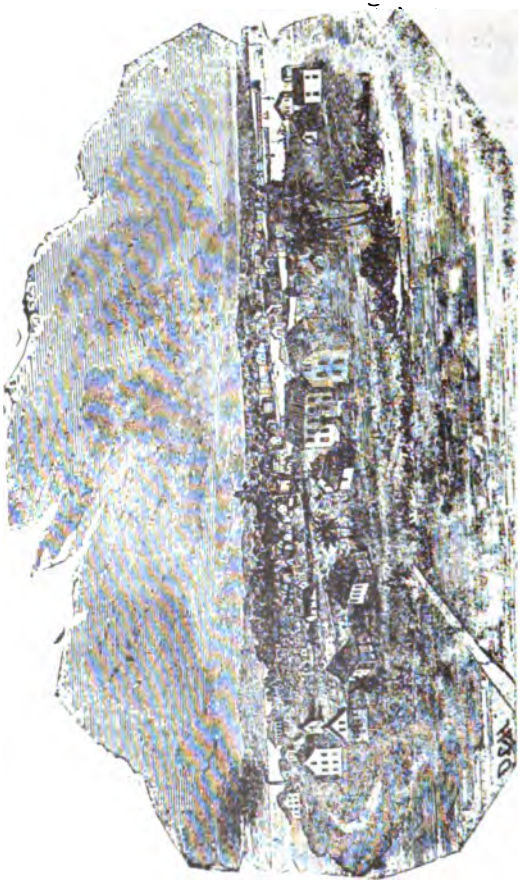
There were at that time in Bogota seven thousand troops of the Colombian Line, and another ten thousand within reach, all well-drilled and armed, and officered by men on whom the government could depend, yet no move was made to mobilize them in any way, or any indication given that they were to be despatched to the coast. President Marroquin had ample time to place all the troops needed on the Isthmus, and when an anxious merchant asked him why he did not do so after so much warning, the President replied "What for?" The merchant then

went on to state that according to advices he had received, there was a revolutionary junta working in New York and Washington, and it was apparent there would be trouble at Panama. The President replied to this in a saying that "Sometimes the unexpected happens."

It was the general belief of those who knew President Marroquin intimately as well as the circumstances surrounding the Panama affair, that he allowed the secessionary movement to proceed without taking any decisive steps to stave it off, not altogether to revenge himself for the slight put upon him by the Velez faction, but as a lesson for the betterment of his country, and to avoid a repetition of the occurrences that characterized the revolution of 1899 to 1902. The manner in which events shaped themselves is now accepted in Colombia as one of the best things that could have happened for the reason that the affairs of Panama have always proved a fruitful source of dissension in Colombian politics, while its secession has operated to remove this discordant factor, thereby turning the thoughts of its people into wiser and broader-minded channels. Ex-President Marroquin to-day has the respect of all in the Colombian capital, whereas if it was thought that he had perpetrated a grievous wrong on his country, his presence would not have been tolerated for a moment.

The defeating of the canal treaty does not appear to have met the will or the wishes of the people of Colombia as a whole, but was brought about through the scheming of a political clique that had been drawn together by the possibility of getting the reins of government into its hands. The excuse used by Velez and his champions in blocking favorable action on the treaty in the Colombian Senate was that the United States did not offer enough for the privileges sought for and that it would be prejudicial to the integrity of the Republic to permit the American Government to exercise supreme control over the canal strip, this despite the fact that the lower house ratified the trea-

ty without question. Moreover, the amount of $10,000,000 that would have changed hands upon the successful issue of the treaty was far more liberal than any proposition



SCENE IN COLON IN 1855. (COURTESY OF G. ANDREVE.)

theretofore made the Colombian Government in connection with the canal undertaking. Then too, Velez was an avowed enemy of progress and his antipathy to foreigners and foreign enterprises was notorious.

After Congress adjourned, the action of the Colombian Senate in turning down the canal treaty crystallized public sentiment against Velez, and it is extremely probable that could the matter have come up again a few months later, the result would have been decidedly different. President Roosevelt's reference to the defeat of the treaty in his message to Congress states:—

> "During all the years of negotiation and discussion that preceded the conclusion of the Hay-Herran treaty, Colombia never intimated that the requirement by the United States of control over the canal strip would render unattainable the construction of a canal by way of the Isthmus of Panama; nor were we advised, during the months when legislation of 1902 was pending before the Congress, that the terms which it embodied would render negotiations with Colombia impracticable. It is plain that no nation could construct and guarantee the neutrality of the canal with a less degree of control than was stipulated in the Hay-Herran treaty. A refusal to grant such degree of control was necessarily a refusal to make any practicable treaty at all. Such refusal therefore squarely raised the question whether Colombia was entitled to bar the transit of the world's traffic across the Isthmus... Colombia, after having rejected the treaty in spite of our protest and warnings when it was in her power to accept it, has since shown the utmost eagerness to accept the same treaty if only the *status quo* could be restored. One of the men standing highest in the official circles of Colombia on November 6, 1903, addressed the American Minister at Bogota, saying that if the Government of the United States would land troops to preserve Colombian sovereignty and the transit, the Colombian Government would declare martial law, and by virtue of vested constitutional authority, when public order is disturbed (would) approve by decree the ratification of the canal treaty as signed; or, if the Government of the United States prefers (would)

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call an extra session of the Congress—with new and friendly members—next May to approve the treaty. Having these facts in view, there is no shadow of a question that the Government of the United States proposed a treaty that was not only just, but generous to Colombia, which our people regarded as erring, if at all; on the side of overgenerosity; which was hailed with delight by the people of the immediate locality through which the canal was to pass, who were most concerned as to the new order of things, and which the Colombian authorities now recognize as being so good that they are willing to promise its unconditional ratification if only we will desert those who have shown themselves our friends and restore to those who have shown themselves unfriendly, the power to undo what they did. I pass by the question as to what assurance we have that they would now keep their pledge and not again refuse to ratify the treaty if they had the power; for of course, I will not for one moment discuss the possibility of the United States committing an act of such baseness as to abandon the new Republic of Panama."

In 1904, Gen. Velez the leader of the anti-canal faction was a candidate for the Colombian presidency against Gen. Reyes, but he was overwhelmingly defeated and died shortly afterwards. When Gen. Reyes assumed the chair he found the same anti-canal faction working against him and he proceeded to eradicate it by radical measures. Over four hundred, including men of wealth and ability, were arrested and deported to the military penal colony of Macoa on one of the branches of the Amazon, two months' journey from Bogota, from where prisoners seldom return. President Reyes in explaining his action stated that the riddance of this faction was made necessary for the maintenance of peace and prosperity. Others fled the country and are now living abroad. The measure appears to have been successful for Colombia has been enjoying an era of peace unusual in its history.

The Secession Pot Begins To Boil.

That the Hay-Herran treaty would never be ratified by the Colombian Congress appears to have been regarded by the people of the Isthmus as a foregone conclusion. In his clever little book in Spanish on the "Independence of the Isthmus," Don José Augustin Arango, who was a member of the original junta of separation and who had been prominently identified with the movement since its inception, states, "I was a senator in the Colombian National Congress of 1903, but I refused to attend as I was completely convinced that the treaty would not go through, and could see no other way than a separation from Colombia to save the Isthmus from ruin." The Colombian Senate was to have adjourned on Sept. 22, 1903, but a month before that date the opinion was generally shared in that no favorable action would be taken.

In the forepart of August, 1903, a number of prominent citizens of Panama came together and earnestly discussed the chances for success in a movement looking to

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the severance of political ties with Colombia. The result was the naming of a junta consisting of Messrs. José Augustin Arango, Federico Boyd, Ricardo Arias, Nicanor A. de Obarrio, Manuel Espinosa B., and Dr. Manuel Amador Guerrero, the latter now President of the Republic. Plans were laid, and to Dr. Amador was entrusted the delicate mission to visit the United States to ascertain by means of interviews how the movement would be looked upon there. In this connection Dr. Amador was to have the able assistance of Capt. Beers, formerly freight agent for the Panama Railroad.

During the last days of August a meeting was held in New York City attended by Dr. Amador, Amadeo Arosemena, Tracy Robinson, formerly with the Panama Railroad Company at Colon, J. Gabriel Duque of the Panama "Star & Herald", and G. Lewis, also of Panama. The New York World said of this meeting and its results:—

> "They went over the whole situation in detail and figured out the strength of the armed force they could raise as compared with the Colombian army on the Isthmus, and decided that the revolt should take place September 22, on the day the Colombian Congress was to adjourn. It was arranged that Panama and Colon should be seized simultaneously, and the new Republic proclaimed throughout the Isthmus. Resistance was only expected at Colon and Panama, and as the garrisons at both places were small, it was thought they could be easily overthrown. It was reported to the committee that the United States would view the revolt with favor, and would take an

indirect hand in it by at once landing marines to keep the Isthmus open for traffic, and would permit no fighting along the line, or at either end of it. The revolutionists appreciated that this attitude would be of immense advantage to whoever was in control at Panama and Colon, and it was decided to center all their energies at these points."

"J. Gabriel Duque was selected to visit Washington and acquaint the administration confidentially with the plans. He went there at once and on September 3 had a long talk with Secretary Hay in which he unfolded the whole Panama scheme. Mr. Hay had heard of it before and was interested chiefly in the date set for the revolution, and the exact nature of the plans. Mr. Hay did not officially countenance the revolution. His remarks were perfectly proper; it was what he did not say, rather than what he did say that encouraged the revolutionists and caused them to change their plans."

"You are much too hasty", said Mr. Hay when he was told of the date set for the revolt. "Colombia should be given a chance to repent. If she should show no signs of repentance within a reasonable time, you would of course, be free to take any action you saw fit, as you are now, but it seems to me it would look much better to wait six weeks or so. Of course you understand that if there is a revolution the United States will keep the Isthmus open and allow no fighting near the railway. If there is to be any fighting it will have to be done before our marines get there."

Mr. Duque returned to New York, told of the result of his visit, whereupon it was decided that the new government should not be set up, or proclaimed until the 4th of November.

Colombia Gets The News.

Within a few days after the conference with Mr. Hay, Dr. Herran the Colombian Minister cabled his government full information concerning the revolutionary movement, setting forth that it was serious, and that the gar-

risons at Panama and Colon should be strengthened at once. He was informed that his advice had been followed, and that there were 2,000 picked men at Panama, whereas the garrison numbered only about 400. When it was too late Colombia acted upon Dr. Herran's suggestion, for it was not until November 3, the day the new republic was proclaimed, that a Colombian gunboat and a chartered steamer arrived at Colon from Cartagena with 300 troops on board of one, and 200 on the other.

The letting of the cat out of the bag created some commotion in the revolutionary camp, and led them to be extremely cautious in their future movements. Dr. Herran wrote the representative of the French canal company to the effect that he would hold them responsible for what

PLAZA BOLIVAR. (DAVID, R. OF P.)

(COURTESY OF G. ANDREVE.)

transpired in this case. After this occurrence the cable only was used for the transmission of instructions.

No Coal for Colombian Boats.

"We thought it best," writes Don Arango in his Notes "to let Col. J. R. Shaler, Superintendent of the Panama Railroad Company, know of our plane through Capt. Beers, so one day when both were in my office Capt. Beers explained what we intended doing. Among the things that came up was the supplying the Commanding General of the Colombian military forces with 200 tons of coal, which the General asked through the Governor at first, then directly of the railroad company. It was explained that this coal was urgently needed for the Colombian gunboats Padilla and Bogota, which were under hurry orders to go to Buenaventura, and bring the troops that were there ready to embark for Panama. As this would have been fatal to our plans, Col. Shaler consulted with me as to the best way of evading delivery of the coal. The only way we could see was to put off the request from day to day by telling the General that the coal was in Colon, although there was a great quantity in Panama, and some of it had already been sold to the different steamship companies."

"Supt. Shaler gave me authority to look after this matter, and I was able to put off the Commanding General in spite of the notes which he sent me to supply the two vessels named. I had talked with Gen. Varon, commanding the Padilla, and ascertained that he was in sympathy with our cause, and afterwards Dr. Amador had a clearer understanding with him. We then advised that the Padilla could receive coal, and after a talk with Col. Shaler over the telephone about it, the supply was furnished. We also offered to supply the Bogota, but mentally had no intention of following up the offer. I advised Col. Shaler to take the matter in hand directly in case the Commanding General was not satisfied with my promises,

but he replied that this was under my charge entirely, as I was the one that attended to the supplying of the government by the company."

Gen. Huertas Casts in his Lot

On the return of Dr. Amador from New York, preparations were at once set under way for the crucial period. It was deemed advisable to inform the people of the impending event, and Gen. Domingo Diaz, Dr. Eusebio A. Morales, Don Carlos Clement, and Don Pedro A. Diaz were selected for this mission. Gen. Diaz was appointed in charge of the day fixed for the breaking of relations. The date set was November 4, but as has been previously stated, the news of the despatch of troops from Cartagena induced the junta to advance it a day.

"Before we knew that it was necessary to prepare at all points," writes Don Arango, "we found occasion to talk with Gen. Huertas, chief of the troops of the garrison. He expressed himself that whether in the position he occupied, or out of it, he was a Panamanian at heart, and was with us. We told him that we did not want to see him separated from the command of the Battalion, etc., but knew that the many years he had been among us had gained for him our consideration and affection. Afterwards we had many confidential conversations relative as to what was best to do in executing the secession movement."

"Owing to the foresight of Col. Shaler, the troops comprising the Colombian battalion "Tiradores" from Cartagena were left at Colon, and that he could not say the day he could furnish a special train to bring them over to Panama." The officers of the battalion, Gens. Tovar and Amaya, came over on the forenoon of the 3d. to take command of the Panama garrison.

"We had fixed the hour of 5 p. m." writes Don Arango, "as the time to imprison the officers, but General Huertas thought it better to postpone this step until 8 p. m.,

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at which time a serenade would be given in front of where they were lodged. Dr. Amador sent my son to advise Gen. Domingo Diaz that the hour had been changed, and found him at the head of the people in Santa Ana Plaza. This chief answered through his brother Pedro Diaz that by no means ought we to postpone the arrest, and advising that he would put himself at the head of the populace and march to the Cuartel. With great foresight General Huertas who knew that the affability which the officers had shown him since their arrival was but covering a tempest that might at any moment burst over his head, resolved to end the suspense, and ordered Capt. Marcos A. Salazar to put himself at the head of thirty men and imprison the generals. This was quickly accomplished in the presence of Gen. Huertas himself."

"Later Governor Obaldia was also arrested and conducted to the police station. From there, accompanied by

Commander Valdes, and Col. J. A. Arango, he was escorted to the home of Dr. Amador Guerrero, his friend, and left there as a prisoner."

Gen. Tovar's Arrival in Panama.

Writing of Gen. Tovar's reception in Panama, the Colon *Starlet* of December 17, 1903, said:—

"He was received by the garrison with the Colombian standard, the military band, and the populace. As the General drove through the streets, there was not lacking any evidence of the best of intentions on the part of the people. But the separatist plot had reached a very striking point by the very presence of the General. It was to nip in the bud, if possible, the secession, that the General had been hurried to the Isthmus, with the first contingent of troops. It was supposed that the Republic would have been declared on the 28th of November amidst the festivities, so the General thought himself in the enemy's camp, and that any attempt at a revolution could be easily crushed. But before the sun had gone down that evening behind the silent sentinel of Mount Ancon, Colombia's rule on the Isthmus had forever ceased. Tovar who had been welcomed that morning under the Colombian flag amid strains of the national hymn of his country, was in the evening a prisoner under the flag of Panama. No wonder that bitter remorse filled his breast as he reflected on the 500 troops he had left behind him at Colon. But whether he had gone over to Panama or not, or whether he had had his troops with him, Colombia must have had to lose Panama, even though there was a sacrifice of blood."

The "Bogotá" Pays Its Compliments.

At 8 p. m., about three hours after the imprisonment of the generals, the Paymaster of the *Bogota*, who had assumed temporary command of that boat, by official note advised the Chief of Police that unless the generals were set at liberty inside of two hours from that time he would proceed to shell the city. No attention being paid to the

demand, at the expiration of the time mentioned, he commenced firing. The battery on the Bovedas replied at once, and the *Bogota* retired hastily after firing but two shots, one killing a Chinaman, the only casualty in the entire revolution. The Chinaman was struck while walking along Salsipuedes Street and immediately ceased to take an interest in earthly things. The ball that killed him is now in the possession of Mr. H. G. Prescott, having been presented to him by the Minister of War of the Provisional Government.

"Without Hatred and Without Joy.

The manifesto issued by the provisional junta on the eve of separation recites the reasons for the act in the following language:

> The transcendental act which by a spontaneous movement the inhabitants of the Isthmus of Panama have just executed is the inevitable consequence of a situation which has become graver daily.
>
> Long is the recital of the grievances that the inhabitants of the Isthmus have suffered from their Colombian brothers, but these grievances would have been withstood with resignation for the sake of harmony and national union, had its separation been possible, and if we could have entertained well founded hopes of improvement and of effective progress under the system to which we were subjected by that Republic. We have to solemnly declare that we have the sincere and profound conviction that all hopes were futile, and all the sacrifices on our part useless.
>
> The Isthmus of Panama has been governed by the Republic of Colombia with the narrow-mindedness that in transpore was applied to their colonies by the European nations; the Isthmian people and territory was a source of fiscal resources and nothing more.
>
> The contracts and negotiations regarding the railroad and the Panama Canal, and the national taxes collected on the Isth-

mus have netted to Colombia tremendous sums which we will not detail, not wishing to appear in this exposition which will go down to posterity, as being moved by a mercenary spirit, which never has been, nor is now our purpose. Of these large sums the Isthmus has not received the benefit of a bridge for any of its numerous rivers, nor the construction of a single road between its towns; or a public building, or a single college, and has neither seen any interest displayed in advancing its industries, nor has the most infinite part of those sums ever been applied towards its prosperity.

A very recent example of what we have related above is what has occurred with the negotiations of the Panama Canal which, when taken under consideration by Congress was rejected in a summary manner. There were a few public men who expressed their adverse opinion on the ground that the Isthmus of Panama alone was to be favored by the opening of the canal by virtue of a treaty with the United States, and that the rest of Colombia would not receive any direct benefits of any sort by that work, as if that way of reasoning, even though it were correct, would justify the irreparable and perpetual damage which would be caused to the Isthmus by the rejection of the treaty in the manner in which it was done, which was equivalent to closing the doors to future negotiations.

The people of the Isthmus in view of such notorious causes have decided to recover their sovereignty, and begin to form a part of the society of the free and independent nations, in order to work out its own destiny, to insure its future in a stable manner and discharge the duties which it is called to do by the situation of its territory and its immense wealth.

To that, we the initiators of the movement effected aspire, and have obtained an unanimous approval.

We aspire to the formation of a true republic where tolerance will prevail, where the law should be the invariable guide of those governing, and of those governed; where effective peace be established which consists in the free and harmonious play of all interests and all activities, and where finally, civilization and progress will find perpetual stability.

At the commencement of the life of an independent nation, we fully appreciate the responsibilities that State means, but

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we have profound faith in the good sense and patriotism of the Isthmian people, and we possess sufficient energy to open our way by means of labor to a happy future without any worry or any dangers.

In separating from our brothers of Colombia, we do it without any hatred and without any joy. Just as a son withdraws from his paternal roof, the Isthmian people in adopting the lot they have chosen, have done so with grief, but in compliance with the supreme and inevitable duty they owe to themselves, and that of their own welfare.

We therefore, begin to form a part among the free nations of the world, considering Colombia as a sister nation, with which we shall be whenever circumstances may require it, and for whose prosperity we have the most fervent and sincere wishes.

(Signed.)

JOSÉ AUGUSTIN ARANGO,

FEDERICO BOYD,

TOMAS ARIAS.

The formal declaration of independence was made by the Municipal Council of the city of Panama at 4 o'clock of the afternoon of November 4, in Cathedral Plaza, and the provisional junta, took upon itself the direction of affairs until the establishment of the provisional government.

The Show of Fight at Colon.

The news of the arrest of Gens. Tovar and Amaya did not reach the ears of Col. Torres and his force of Colombians until the train reached Colon on the forenoon of

the 4th. He immediately notified United States Consul Oscar Malmros through the Colon local authorities that unless the imprisoned officers were set at liberty by 2 p. m., he would open fire on the town and kill every American in it. This threat was conveyed to Panama by the following telegram caught from the wire while going through:—

"Troops refuse to accept proposal and say unless Tovar and Amaya are released by 2 p. m., they will burn the town and kill every American it it; that Col. wants him to get in communication with the Junta and see what can be done, if necessary."

At this time the only American warship in the harbor at Colon was the gunboat Nashville, John Hubbard, commanding, and with 192 men on board. The Nashville was ordered to proceed to Colon on October 30th and arrived at its destination on November 2d. The consul's first step was to apprise Commander Hubbard of Col. Torres' threat, and the action the Commander took is covered in his official report of the incident, as follows:-

"U. S. S. Nashville, Third Rate.
Colon, U. S. Colombia, November 5, 1903.

"Sir:—Pending a complete report of the occurrences of the last three days at Colon, Colombia, I most respectfully invite the Department's attention to those of the date of Wednesday, November 4, which amounted to practically the making of war against the United States by the officer in command of the Colombian troops in Colon. At 1 o'clock p. m., on that date, I was summoned on shore by a preconcerted signal, and on landing met the United States consul, vice-consul, and Col. Shaler, the general superintendent of the Panama Railroad."

"The consul informed me that he had received notice from the officer commanding the Colombian troops, Col. Torres, through the prefect of Colon, to the effect that if the Colombian officers, Gens. Tovar and Amaya, who had been seized in Panama on the evening of November 3, by the independents, and held as prisoners, were not released by 2 o'clock p. m., he, Tor-

The President and Mrs Manuel Amador Guerro.
Isthmian American R.R.R. Ads Agency & Advertising Bureau - A. Blankowski.

res, would open fire on the town of Colon and kill every United States citizen in the place, and my advice and action were requested. I advised that all the United States citizens should take refuge in the shed of the Panama Railroad Company, a stone building susceptible of being put in a good state for defence, and that I would immediately land such body of men, with extra arms for arming the citizens, as the complement of the ship would permit."

"This was agreed to, and I immediately returned on board, arriving at 1:15 p. m. The order for landing was immediately given, and at 1:30 p. m., the boats left the ship with a party of forty-two men under the command of Lieutenant-Commander H. M. Witzel, with Midshipman J. P. Jackson as second in command. Time being pressing, I gave verbal orders to Mr. Witzel to take the building referred to above, to put it into the best state of defence possible, and protect the lives of the citizens assembled there, not firing unless fired upon. The women and children took refuge on the German steamer Marcomania and the Panama Railroad steamer City of Washington, both ready to haul out from dock if necessary."

"The Nashville got under way and patrolled along the water-front close in and ready to use either small arm or shrapnel fire. The Colombians surrounded the building of the railroad company almost immediately after we had taken possession and for about one and a half hours their attitude was most threatening, it being seemingly their purpose to provoke an attack. Happily our men were cool and steady, and while the tension was very great, no shot was fired."

"At about 3:15 p. m., Col. Torres came into the building for an interview and expressed himself as most friendly to the Americans, claiming that the whole affair was a misapprehension, and that he would like to send the Alcalde of Colon to Panama to see Gen. Tovar and have him direct the discontinuance of the show of force. A special train was furnished and safe conduct guaranteed. At about 5:30 p. m , Col. Torres made the proposition of withdrawing his troops to Monkey Hill if I would withdraw the Nashville's forces and leave the town in possession of the police until the return of the Alcalde on the morning of the 5th."

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"After an interview with the United States consul and Col. Shaler as to the probability of good faith in the matter, I decided to accept the proposition and brought my men on board, the disparity in numbers between my force and that of the Colombians—nearly ten to one, making me desirous of avoiding a conflict so long as the object in view, the protection of American citizens, was not imperiled."

"I am positive that the determined attitude of our men, their coolness and evident intention of standing their ground, had a most salutary and decisive effect on the immediate situation, and was the initial step in the ultimate abandoning of Colon by these troops and their return to Cartagena the following day. Lieutenant-Commander Witzel is entitled to much praise for his admirable work in command on the spot."

"I feel that I cannot sufficiently represent to the Department the grossness of this outrage and the insult to our dignity, even apart from the savagery of the threat."

"Very respectfully,

JOHN HUBBARD,
Commander, United States Navy, Commanding."

Col. Torres made a number of efforts to get in telegraph or telephone communication with the imprisoned generals at Panama, but failed, the only answer that was permitted to his message being that he would be expected to comply with his duty. Following is a copy of a telegram sent by Col. Torres asking for instructions. While dated the 5th, the reference to preparation for hostilities would infer that it was filed at Colon before the occurrences of the 4th:—

Colon, November 5, 1903.

Generals Ramon G. Amaya and Juan B. Tovar,

Panam

"I have to advise you that the cruiser Cartagena left yesterday against my orders. I am awaiting your instructions in respect to what ought to be done. The commission which has been sent will not give any knowledge in particular. Again and for the last time I desire your orders in order to comply with them. I have obtained permission to be allowed communication with Gen. Tovar by telephone to receive your last instructions. The enemy's troops and mine are preparing for an attack. The American troops are throwing up defenses and are deploying. What ought to be done? I await your immediate answer.

ELISEO TORRES G.

Embargo Placed on Carrying Troops.

In connection with the attitude of the Panama Railroad Company in the matter of transporting troops over its line, the following telegram will explain:—

Colon, November 4, 1903.

H. G. Prescott, Asst. Supt.,

Panama.

The following communication from Commander U. S. S. Nashville for your information and to be governed accordingly:—

J. Domingo de Obaldia,

Governor of Panama at the time of the secession. Minister of Panama at Washington up to a few months ago. Acting President of Panama during absence of President Amador in Europe, and a presidential possibility.

(COURTESY OF G. ANDREVE.)

U. S. S. Nashville, November 3,

Colon, U. S. S. Colombia, November 4.

Sir:—The condition of affairs at Panama being such that any movement of troops to that neighborhood must inevitably produce a conflict and interrupt that transit of the Isthmus, which the U. S. Government is pledged to maintain uninterrupted, I am obliged to prohibit the carrying of troops of either

party, or in either direction by your railroad, and hereby notify you that I do so prohibit it.

Yours very respectfully,

JOHN HUBBARD
Commander, U. S. Navy,
Commanding.

To Col. Shaler, General Supt., P. R. R., Colon.

More U. S. Vessels Arrive.

Colon Starlet:—The United States steamer Dixie arrived on the 5th at 7 p. m. A force of between three and four hundred men was immediately landed. The Dixie is a practice and troop ship attached to the Caribbean fleet with headquarters at Culebra Island, Porto Rico.

Colon Starlet, November 12:—The U. S. S. Atlanta left Kingston, Jamaica at 10 a. m., the 5th inst., and arrived at Colon on the morning of the 6th, a record run, and a chance for a crack ship to display her steaming powers. The Atlanta was ordered to Guantanamo, Cuba, on October 18th. This brings the combined American force at Colon to three vessels and over 1,000 men.

Washington despatch dated November 7:—The battleship Maine has been ordered to Colon.

(From Colon Starlet, November 10, 1903).

Washington, November 6:—To the American Naval Commanders on the Isthmus: Forces will be increased if necessary to prevent conflict between the Bogota Government and the secessionists. Colombia must settle the quarrel with its subjects peacefully, if at all. It is the only way to stop the yearly insurrections on the Isthmus, and relieve the United States of the burden of policing a territory that is not its own.

Colombian Troops Re-embark.

The Colombian troops comprising the "Tiradores" battalion, which were left in charge of Col. Torres during

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the enforced absence of Gens. Tovar and Amaya in Panama, surrendered their arms on the 5th, two days after the act of secession, and arrangements were at once made for their return to Cartagena. It was first decided that Gens. Tovar and Amaya should leave the Isthmus on the steamer carrying the troops, but later it was considered that this might be an unwise move, for when the officers rejoined their men they might try to incite them to some further efforts. They were held prisoners in Panama until the sailing of the next Royal Mail steamer for Cartagena, a matter of ten days or so, and were then taken to Colon under a military escort composed entirely of young men from the capital city, under the leadership of Guillermo Andreve, aide-de-camp to Gen. Domingo Diaz. In connection with the departure of the troops, the Colon *Starlet* of November 7th has the following:—

> "The sailing of the Colombian battalion "Tiradores" on the night of the 5th on the Royal Mail steamer, *Orinoco*, took away all danger that existed of a conflict on the Isthmus. The defenses of the U. S. Marines were at once taken down."

As an additional inducement to the Colombian troops to accept with resignation the new state of affairs, a purse of money is reported to have been made up and turned over to Col. Torres for himself and men. It was also rumored at the time that this officer was arrested and shot upon his arrival at Cartagena, but the Colon *Starlet* of November 24th corrects the report, and refers to the disposition of the money, as follows:—

"We understand that Col. Torres was not shot as was reported, and that the money from Panama, $8,000 in gold, which was presented to himself and troops, he turned over to his government on his arrival at Cartagena."

Again on the 25th, the *Starlet* says:—

"Anent the paragraph in Tuesday's issue of the handing over by Col. Torres to the Colombian authorities at Cartagena, the money he received as a present before leaving Colon on November 5th, we have since been authoritatively informed that Gen. Reyes on arriving at Colon brought the money with him and returned it."

Junta Defines Status of P. R. R.

Before affairs reached a critical pass, officials of the Panama Railroad Company arrived at an understanding with the leaders of the secessionary movement, as described in the copies of correspondence reproduced here. It is interesting to note that it was the idea of the provisional junta to name the new republic, the Republic of the Isthmus. It is evident that this name did not meet with popular approval, as the new republic came into being under the name of the Republic of Panama.

PANAMA RAILROAD COMPANY.

"November 2, 1903.

Dear Prescott:—

I send you herewith memo, of points that should be covered in any communication addressed to us. Of course, there are many others, and you had better see Dr. Pablo Arosemena as soon as you can do so consistently and let him advise you fully. The object is to have the New Government send us such communication as will free us from liability in case there is a failure. Don't fail to get full advice and be governed by it. I send this by No. 5 to-morrow that you may have it early.

Yours truly,

J. R. SHALER, Gen'l. Supt."

"Of course, you understand that we will not accept any requests from the proposed New Government, unless they are backed up by military force. But I advise you of this fully in case there may be interruption of communication between Panama and Colon.

("Memorandum" cited in above letter.)

PANAMA RAILROAD COMPANY.

Monday, November 2, 1903.

Dear Mr. Prescott:----

Have just wired you that *Nashville* has been sighted. This, I presume settles the question. I have to suggest that New Government should address a communication to the Gen'l Supt., stating the facts that may have transpired up to the time when

SCENE ON THE FIQUENE, RIVER OF DARIEN.

(COURTESY OF G. ANDREVE.)

they may want to make any requests of us. They should state the facts as to their assumption of authority of Government. They should give assurance that they will render absolute protection to the R. R. in its properties and its rights, the same as secured to R. R. Co, by contracts 1850 and 1867, Article 30, and elsewhere with Bogota Government. In consideration of this action on part of Government, they will expect the R. R. Co. to comply with the provisions of Art. 19, and to furnish promptly all cars necessary for complying with the provisions of said article (19), to the new Government. They must notify the R. R. Co., that the new Government (by whatever its name may be) has the military force necessary to enforce their requests, and it will be used for this purpose. And that such military force will be kept in readiness for service at all times. Government should notify R. R. Co. that they shall expect R. R. Co. to operate their trains regularly, and the Government will see to it that such movement of trains shall not be interfered with by other parties, or forces.

This is in a general way. See my letter even date accompanying this.

J. R. SHALER."

The junta replied to this as follows:—

"Panama, November 3, 1903.

To Superintendent of the Railroad Company,

Colon.

We have to inform you that to-day at 6 p. m., a popular meeting took place in this city, by which the independence of the Department has been declared, and which will be called in the future the Republic of the Isthmus.

There has been named a junta of the provisional government composed of Señores José Augustin Arango, Federico Boyd and Tomas Arias, who in their official character communicate to you what has occurred, and likewise to inform you that as the 'Government de facto,' they are disposed to comply with all the obligations contained in the contracts made between the Republic of Colombia and the Railroad Company in

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1850 and 1867. In consequence we hope that you on your part will comply with Article 19, and other analogous points in the same contracts.

We have also to inform you that the new Government, in addition to the prestige with which it has been invested by all the citizens, has the military power sufficient for the protection of the property of the Railroad Company at any time that you may find it necessary to call upon us. We hope that the traffic between this city and the city of Colon will be maintained without any change, as in normal times, and the Government which we represent will in no case permit outside interference that will interrupt the traffic or the regularity of the trains.

We are,

Your obedient servants,

J. A. ARANGO,

FEDERICO BOYD,

TOMAS ARIAS."

Flag of the Republic Hoisted.

"Yesterday morning, November 6th, at ten o'clock, the very interesting ceremony of hoisting the flag of the new Republic was performed at the Prefecture," says the Colon *Starlet* of November 7th.

"All the foreign representatives, heads of the Panama Railroad, several officers of the United States forces, merchants, and a large number of other persons, both Colombians and foreigners were present to witness the exercises."

"Before the flag was hoisted Señor Ocaña, Vice-President of the last Colombian Municipal Council, read a resolution which was passed at a meeting of the board on Thursday, signifying the adhesion of Colon to the Republic of Panama. Señor Melendez then addressed the meeting stating that the object that had brought them all together was of so transcendental a nature that no comment was necessary. He then proceeded to read a printed speech addressed to the Isthmian Colonials and citizens respectively. The address closed with shouts of 'Viva el Istlmo,' 'Viva la República de Panama.' After this the new flag was brought out to be hoisted. The honor of performing this act was conferred on

MAJOR BLACK, OF THE UNITED STATES ARMY.

As the new flag was run up for the first time under a clear sky and flung its folds to the breeze, the police force which had been drawn up outside in the street, saluted it, while shouts of 'Viva la República' were raised."

Just a Little Too Late.

Panama *Star & Herald*:—Gen. Pompilio Gutierrez arrived at Colon on the 5th on the French steamer *Canada*. He had been nominated Governor of the Department of Panama and came to take charge of the position, accompanied by a large staff of officers. He was met by the

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agents of the revolutionary junta and shown that it was impossible for him to take any action, as the independence of Panama had become an assured fact. When offered the command of the battalion "Tiradores," as its superior officer, he refused and stayed on board the steamer, returning with his staff to Colombia. It was rumored here that the revolutionary agents were fighting with a weapon of more potential force than the most modern arms, and that Gen. Gutierrez went away convinced of the uselessness of making any effort against them.

Star & Herald of November 19th:—Yesterday the French steamer *Canada* arrived at Colon with the Colombian commissioners on board, and with Gen. Reyes at their head. They were en route for the United States. A conference was held on board without results. Gen. Reyes, who had been delegated full presidential powers to represent the Government of Colombia, asked Admiral Coghlan, the commander of the American naval forces on the Isthmus, to cable President Roosevelt that Colombia would not resort to any act of hostility towards the new Republic of Panama. In the evening the commissioners took a ride about Colon in company with the Panama Government delegation that had come over to meet them. They sailed for the States the next day.

How the News was Received at Bogotá.

Bogota is one of the most isolated cities in all South America, and it was not until the 8th of the month that the news of the secession reached there. The information was augmented by the report that the American fleet was

at Panama and Colon, and that the Colombian forces were not allowed to land there. The news was not unexpected to those current with the situation, but it created intense excitement among the middle and lower classes who thronged the streets crying, "Down with the Government, down with Marroquin." Others shouted, "Why didn't the Americans take us in also."

In Bogota at that time there was a floating, irresponsible class who preferred revolution and robbery, to work. This element was attracted into the public parks of the city by bands of music and eloquent speakers who urged that they must save their country and march to Panama. They had more patriotism poured into them on that occasion than they had ever heard in their lives before; flags were presented; a banquet in which liquors figured largely was prepared, and with voluntary and involuntary subscriptions for expenses, about one thousand men started for the coast, equipped with an old stand of worn-out arms. As a Government official afterwards expressed it, "The Government wants them out of here and they will never come back." And they did not. This was the much-talked-of expedition to Panama overland by way of the Darien.

During all the excitement at the Colombian capital there were no demostrations or threats made against the American Legation, as reported in the newspapers at the time, nor were the resident Americans molested. When the same papers were publishing reports of Americans being killed and their property destroyed, a cable to President Marroquin brought an answer that the American Legation and the American colony had been guaranteed absolute protection.

Railroad Officials Complimented.

Don Arango in his little story of the secession takes occasion to compliment highly the railroad officials, Col. J. R. Shaler, and his able assistant, Mr. H. G. Prescott, for

their part in the affair. He says: "From the day he knew of the movement, Col. Shaler showed in every act his sympathy for us, and that he was trying to protect us by avoiding combats on the line with the troops that had come from Colombia, which we had determined to attack if they had reached Panama. The part he took in the reembarkation of Col. Torres and his men also merits our gratitude. Of no less value were the services of that notable North American, Mr. H. G. Prescott, second superintendent of the railroad, who had for many years previous made his home here and married in this country. Mr. Prescott in accord with his chief went to Colon where he remained until the arrival of the Colombian forces. He was in constant communication with us, transmitted our instructions and kept us informed of what was transpiring there. By this and other valuable services the Panamanians owe Mr. Prescott a great debt of gratitude."

Col. Shaler and Mr. Prescott remained with the railroad company for over a year after its purchase by the United States Government in the same capacities, Mr. Prescott serving as Acting Superintendent for several months after Col. Shaler's resignation and departure. Col. Shaler is now consul for the Republic of Panama at his home city, Chattanooga, Tenn., while Mr. Prescott continues to reside in Panama occupied with commercial pursuits.

All Over But the Shouting.

"Worthy recognition has been taken", says the Colon Starlet of December 3, 1903, "of the six gentlemen to whom the credit of creating the new Republic of Panama belongs. At an extraordinary meeting of the board of the Isthmus Progressive Club on the 22d ult., it was unanimously voted to tender tribute to these gentlemen, namely, Dr. Manuel Amador Guerrero, Don Federico Boyd, Don Manuel Espinosa B., Don Ricardo Arias, Mr. Tracy Rob-

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inson, and Mr. J. Gabriel Duque, the two last being citizens of the United States."

—

Gen. Huertas too, was the recipient of many attentions. Had he not been won over to the cause bringing with him his men, these pages would probably have had a different story to tell, at least the end could not have been attained without the shedding of blood. Gen Huertas was feted one night shortly after the proclamation of independence. While the banquet was in progress, of a sudden there occurred the simultaneous popping of many corks, and the next instant the doughty general was deluged with the contents of a dozen bottles of champagne, which poured from his person in streams. The General appeared to relish his novel bath. The military record of Gen. Huertas, and the subsequent events in which he figured will be found in another part of this book.

Recognized.

The first country to recognize the independence of Panama was the United States, the acknowledgment being made on November 6. In its message to the Constitutional Convention of January 15, 1904, the provisional junta announced that the Republic had up to that time been accorded recognition by the following governments:—United

States, France, Austria-Hungary, China, Germany, Russia, Denmark, Belgium, Great Britain, Italy, Japan, Norway and Sweden Switzerland, Peru, Cuba, Costa Rica and Nicaragua in the order named. In February, 1904, Guatemala, Persia, Holland and Venezuela followed suit; in March, Mexico, Chile, Brazil, Honduras, Argentina and Salvador; in May, the Holy See and Spain; in June, Servia; in July, Paraguay and Roumania. Portugal, Greece and Uruguay have never tendered their formal recognition, but a tacit understanding exists.

As regards Ecuador, former President Lisardo Garcia sent an autograph letter to President Amador setting forth that it was the wish of his government and people to maintain the friendliest relations with Panama. These relations have been cultivated under the government of Gen. Eloy Alfaro, the present ruler. The tardiness in making formal recognition is said to be due to a desire on the part of Ecuador not to disturb the amicable relations between it and Colombia.

THE CANAL IN AMERICAN HANDS.

During the Spanish-American war the importance of an isthmian canal was realized on more than one occasion. Had a waterway connecting the two great oceans been in operation at that period, the long and record-breaking run of the battleship *Oregon* around the Horn would have been reduced to a trip of a few days only. It is hardly a matter for wonderment then that the canal question came up in the first Congress assembled after the return of peace.

In December, 1898, the United States Senate acted favorably on a bill pledging government support to the

Nicaragua route, but it came to grief in the lower house. During the argument on the measure in committee, the representatives of the New Panama Canal Company were allowed a hearing on their proposition to reorganize the concern under the laws of the United States, in view of receiving national aid.

The agitation of the question had some result for in March, 1899, President McKinley was authorized by Congress to investigate various canal routes with the object of determining the practicability of each, and the possibility of obtaining sole control over them. Pursuant to these instructions the President organized the first Isthmian Canal Commission consisting of Rear-Admiral John G. Walker, (retired, now deceased), Samuel Pasco, George S. Morison, Lieut.-Col. Oswald H. Ernst and Col. P. C. Hains, U. S. Corps of Engineers; Lewis M. Haupt, Alfred Noble and William H. Burr, civil engineers, and Prof. Emory R. Johnson.

To this commission was delegated the work of examining the plans of the French canal company and to ascertain the best terms for which its property could be secured. The commissioners took up the subject in detail, and had several conferences with the canal company's officials. In a report submitted to the President in November, 1901, the commissioners announced that the canal company demanded the sum of $109,141,500 for its holdings. During the progress of negotiations the commissioners had fixed upon the price of $40,000,000 as a reasonable valuation of the property, but the French directors held that this amount was much too low, pointing out that the assets at the time of the failure of the old company aggregated over ninety millions of dollars, and that the depreciation of the property since then would be in a measure offset by additional plant equipment purchased by the new company.

The commission's report ended with the recommendation of the Nicaragua route, as against the Panama enterprise,

the former being more "feasible," all things considered. The publication of the report, which practically shelved their hopes, electrified the French stockholders into immediate action, and before the year 1901 had reached the close, word was received from Paris that an offer of $40,000,000 for the company's plant would be entertained. Upon receipt of this information, the commission appended a rider to its previous report, setting forth that in view of the "changed conditions that now exist," the Panama route would be the most practicable and feasible for an isthmian canal under the control, management and ownership of the United States.

Congress Moves in the Matter.

While the negotiations between the canal commission and the French stockholders were under way, the Hepburn bill favoring the Nicaragua route was passed by the House of Representatives. In the Senate the bill met with determined opposition, and was warmly debated. It was shown that the preponderance of opinion, not only from an engineering standpoint, but from those engaged in ocean commerce, favored the Panama route. At this juncture what is known as the Spooner bill (fathered by Hon. John C. Spooner, the little statesman from Wisconsin), came to the rescue, and was finally passed by both houses. This measure, under which operations are now going forward, provides "for the construction of a canal connecting the waters of the Atlantic and Pacific Oceans," and contains among its authorizations the following:—

1. To acquire the property, rights and privileges of the New Panama Canal Company, including the Panama Railroad, at a cost not to exceed $40,000,000.

2. To acquire from Colombia perpetual control of a strip of land not less than six miles wide extending from the Caribbean Sea to the Pacific Ocean, and the right to govern it.

3. To proceed with the excavation of a ship canal upon payment to the French company of the amount agreed upon.

4. In case negotiations with the French company, or the Republic of Colombia should prove unsuccessful, to acquire control over the necessary territory in Nicaragua or Costa Rica for the construction of a canal.

5. Appropriating $10,000,000 for preliminary expenses, and providing for appropriations from time to time of amounts which shall not exceed in the aggregate the additional sum of $135,000,000, in case of the adoption of the Panama route.

6. Guaranteeing the republic whose territory is crossed, the use of canals and harbors coming within the six-mile jurisdiction aforesaid.

7. Creating an isthmian canal commission of seven members, four of whom shall be persons learned and skilled in the science of engineering, one of the four to be an officer of the United States Army, and one to be an officer of the United States Navy.

8. Providing for the issuance of bonds for canal expenditures.

This bill was approved by the President on June 28, 1902.

The Treaty With Panama.

The history of the secession movement and the failure of the United States in negotiating a canal treaty with the Republic of Colombia is fully covered in another article. No time was lost in carrying through a treaty with the new Republic of Panama, as the following record shows:—

Separation of Panama from Colombia, November 3, 1903.
New republic recognized by the United States, November 6, 1903.
Canal treaty signed at Washington, November 18, 1903.
Ratified by Panama, December 2, 1903.
Ratification advised by the U. S. Senate, February 23, 1904.

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Ratified, by the President of the United States, February 25, 1904.
Ratifications exchanged at Washington, February 26, 1904.
Proclaimed, February 26, 1904.

The full text of the treaty follows:—

The United States of America and the Republic of Panama being desirous to insure the construction of a ship canal across the Isthmus of Panama to connect the Atlantic and Pacific Oceans, and the Congress of the United States of America having passed an act approved June 28, 1902, in furtherance of that object, by which the President of the United States is authorized to acquire within a reasonable time the control of the necessary territory of the Republic of Colombia, and the sovereignty of such territory being actually vested in the Republic of Panama, the high contracting parties have resolved for that purpose to conclude a convention, and have accordingly appointed as their plenipotentiaries: The President of the United States of America, John Hay, Secretary of State, and the Government of the Republic of Panama, Philippe Bunau-

Varilla, Envoy Extraordinary and Minister Plenipotentiary of the Republic of Panama, thereunto specially empowered by said government, who after communicating with each other their respective full powers, found to be in good and due form, have agreed upon and concluded the following articles:—

INDEPENDENCE OF PANAMA.

ART. 1. The United States guarantees and will maintain the independence of the Republic of Panama.

CANAL ZONE.

ART. 2. The Republic of Panama grants to the United States in perpetuity the use, occupation and control of a zone of land, and land under water for the construction, maintenance, operation, sanitation and protection of said Canal of the width of ten miles extending to the distance of five miles on each side of the center line of the route of the Canal to be constructed; the said zone beginning in the Caribbean Sea three marine miles from mean low water mark and extending to and across the Isthmus of Panama into the Pacific Ocean to a distance of three marine miles from mean low water mark with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included within the boundaries of the zone above described, shall not be included within this grant. The Republic of Panama further grants to the United States in perpetuity the use, occupation and control of any other lands and waters outside of the zone above described which may be necessary and convenient for the construction, maintenance, operation, sanitation, and protection of the said Canal, or of any auxiliary canals, or other works necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said enterprise.

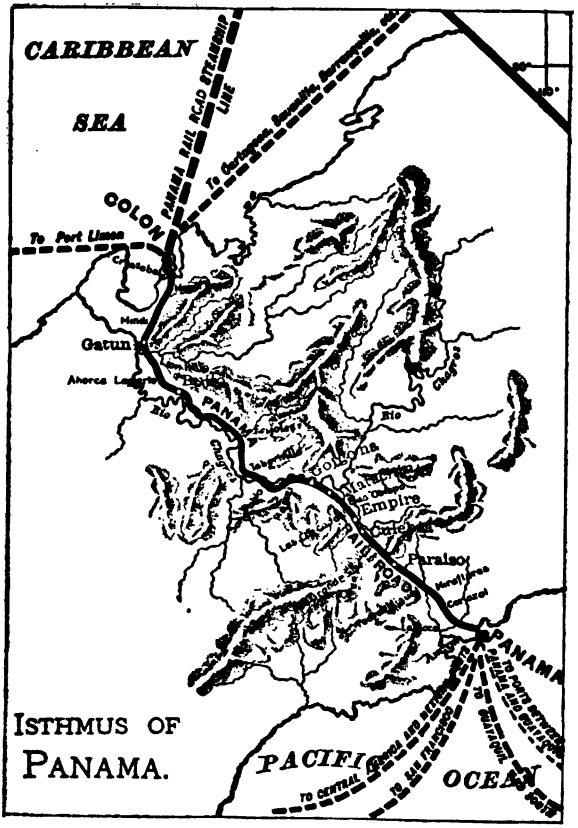
The Republic of Panama further grants in like manner to the United States in perpetuity all islands within the limits of the zone above described, and in addition thereto the group of small islands in the Bay of Panama, named Perico, Naos, Culebra and Flamenco.

AUTHORITY IN CANAL ZONE.

ART. 3. The Republic of Panama grants to the United States all the rights, power and authority within the zone mentioned and described in Article 2 of this agreement and within the limits of all auxiliary lands and waters mentioned and described in said Article 2 which the United States would possess and exercise if it were the sovereign of the territory within which said lands and waters are located, to the entire exclusion of the exercise by the Republic of Panama of any such sovereign rights, power or authority.

SUBSIDIARY RIGHTS.

ART. 4. As rights subsidiary to the above grants the Republic of Panama grants in perpetuity to the United States the right to use the rivers, streams, lakes and other bodies of water within its limits for navigation, the supply of water or water-power or



Isthmian American & P.R.R. News Agency & Advertising Bureau. A. Brankowsh.

other purposes, so far as the use of said rivers, streams, lakes and bodies of water and the waters thereof may be necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said Canal.

MONOPOLY FOR CONSTRUCTION, ETC.

ART. 5. The Republic of Panama grants to the United States in perpetuity a monopoly for the construction, maintenance and operation of any system of communication by means of canal or railroad across its territory between the Caribbean Sea and the Pacific Ocean.

PRIVATE PROPERTY.

ART. 6. The grants herein contained shall in no manner invalidate the titles or rights of private land holders or owners of private property in the said zone, or in, or to any of the lands or waters granted to the United States by the provisions of any Article of this treaty, nor shall they interfere with the rights of way over the public roads passing through the said zone or over any of the said lands or waters unless said rights of way or private rights shall conflict with rights herein granted to the United States in which case the rights of the United States shall be superior. All damages caused to the owners of private lands or private property of any kind by reason of the grants contained in this treaty or by reason of the operations of the, United States, its agents or employes, or by reason of the construction, maintenance, operation, sanitation and protection of the said Canal or of the works of sanitation and protection herein provided for, shall be appraised and settled by a joint Commission appointed by the Governments of the United States and the Republic of Panama, whose decisions as to such damages shall be final and whose awards as to such damages shall be paid solely by the United States. No part of the work on said Canal or the Panama Railroad or on any auxiliary works relating thereto and authorized by the terms of this treaty shall be prevented, delayed or impeded by or pending such proceedings to ascertain such damages. The appraisal of said private lands and private property and the assessment of damages to them shall be based upon their value before the date of this convention.

PANAMA: COLON: HARBORS.

ART. 7. The Republic of Panama grants to the United States within the limits of the cities of Panama and Colon and their adjacent harbors and within the territory adjacent thereto the right to acquire by purchase or by the exercise of the right of eminent domain, any lands, buildings, water rights or other properties necessary and convenient for the construction, maintenance, operation and protection of the Canal and of any works of sanitation, such as the collection and disposition of sewage and the distribution of water in the said cities of Panama and Colon, which, in the discretion of the United States may be necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said Canal and rail-

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road. All such works of sanitation, collection and disposition of sewage and distribution of water in the cities of Panama and Colon shall be made at the expense of the United States, and the Government of the United States, its agents, or nominees shall be authorized to impose and collect water rates and sewerage rates which shall be sufficient to provide for the payment of interest and the amortization of the principal of the cost of said works within a period of fifty years, and upon the expiration of said term of fifty years, the system of sewers and water works shall revert to and become the properties of the cities of Panama and Colon, except to the extent that water rates may be necessary for the operation and maintenance of said system of sewers and water.

The Republic of Panama agrees that the cities of Panama and Colon shall comply in perpetuity with the sanitary ordinances whether of a preventive or curative character prescribed by the United States and in case the Government of Panama is unable or fails in its duty to enforce this compliance by the cities of Panama and Colon with the sanitary ordinances of the United States, the Republic of Panama grants to the United States the right and authority to enforce the same.

The same right and authority are granted to the United States for the maintenance of public order in the cities of Panama and Colon and the territories and harbors adjacent thereto in case the Republic of Panama should not be, in the judgment of the United States, able to maintain such order.

PANAMA CANAL COMPANY AND RAILROAD.

ART. 8. The Republic of Panama grants to the United States all rights which it now has, or hereafter may acquire to the property of the New Panama Canal Company and the Panama Railroad Company as a result of the transfer of sovereignty from the Republic of Colombia to the Republic of Panama over the Isthmus of Panama, and authorizes the New Panama Canal Company to sell and transfer to the United States its rights, privileges, properties and concessions as well as the Panama Railroad and all the shares, or part of the shares of that company; but the public lands situated outside of the

zone described in Article 2 of this treaty now included in the concessions to both said enterprises and not required in the construction or operation of the Canal shall revert to the Republic of Panama, except any property now owned by or in the possession of said companies within Panama or Colon, or the ports or terminals thereof.

PORTS AT ENTRANCE OF CANAL.

ART. 9. The United States agrees that the ports at either entrance of the Canal and the waters thereof, and the Republic of Panama agrees that the towns of Panama and Colon shall be free for all time so there shall not be imposed or collected custom house tolls, tonnage, anchorage, lighthouse, wharf, pilot, or quarantine dues or any other charges or taxes of any kind upon any vessel using or passing through the Canal or belonging to or employed by the United States, directly or indirectly, in connection with the construction, maintenance, operation, sanitation and protection of the main Canal, or auxiliary works, or upon the cargo, officers, crew, or passengers of any such vessels, except such tolls and charges as may be imposed by the United States for the use of the Canal and other works, and except tolls and charges imposed by the Republic of Panama upon merchandise destined to be introduced for the consumption of the rest of the Republic of Panama, and upon vessels touching at the ports of Colon and Panama and which do not cross the Canal.

The Government of the Republic of Panama shall have the right to establish in such ports and in the towns of Panama and Colon such houses and guards as it may deem necessary to collect duties on importations destined to other portions of Panama and to prevent contraband trade. The United States shall have the right to make use of the towns of Panama and Colon as places of anchorage, and for making repairs, for loading, unloading, depositing, or transshipping cargoes either in transit or destined for the service of the Canal and for other works pertaining to the Canal.

TAXES, ETC.

ART. 10. The Republic of Panama agrees that there shall not be imposed any taxes, national, municipal, departmental, or any other class, upon the Canal, the railways or auxiliary works, tugs and other vessels employed in the service of the Canal, storehouses, workshops, offices, quarters for laborers, factories of all kinds, warehouses, wharves, machinery and other works, property, and effects appertaining to the Canal, or railroad and auxiliary works, or their officers or employes, situated within the cities of Panama and Colon, and that there shall not be imposed contributions or charges of a personal character of any kind upon officers, employes, laborers, and other individuals in the service of the Canal and railroad and auxiliary works.

OFFICIAL DISPATCHES.

ART. 11. The United States agrees that the official dispatches of the Government of the Republic of Panama shall be transmitted over any telegraph and telephone lines established for canal purposes and used for public and private business at rates not higher

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than those required from officials in the service of the United States.

ACCESS OF EMPLOYES.

ART. 12. The Government of the Republic of Panama shall permit the immigration and free access to the lands and workshops of the Canal and its auxiliary works of all employes and workmen of whatever nationality under contract to work upon or seeking employment upon, or in any wise connected with the said Canal and its auxiliary works, with their respective families, and all such persons shall be free and exempt from the military service of the Republic of Panama.

IMPORTATION INTO ZONE.

ART. 13. The United States may import at any time into the said Zone and auxiliary lands, free of custom duties, imposts, taxes, or other charges, and without any restrictions, any and all vessels, dredges, engines, cars, machinery, tools, explosives, materials, supplies, and other articles necessary and convenient in the construction, maintenance, operation, sanitation, and protection of the Canal and auxiliary works, and all provisions, medicines, clothing, supplies and other things necessary and convenient for the officers, employes, workmen and laborers in the service and employ of the United States and for their families. If any such articles are disposed of for use outside of the Zone and auxiliary lands granted to the United States and within the territory of the Republic, they shall be subject to the same import or other duties as like articles imported under the laws of the Republic of Panama.

COMPENSATION.

ART. 14. As the price or compensation for the rights, powers and privileges granted in this convention by the Republic of Panama to the United States, the Government of the United States agrees to pay to the Republic of Panama the sum of ten million dollars ($10,000,000) in gold coin of the United States on the exchange of the ratification of this convention, and also an annual payment during the life of this convention of two hundred and fifty thousand dollars ($250,000) in like gold coin, beginning nine years after the date aforesaid.

The provisions of this Article shall be in addition to all other benefits assured to the Republic of Panama under this convention.

But no delay or difference of opinion under this Article or any other provisions of this treaty shall affect or interrupt the full operation and effect of this convention in all other respects.

JOINT COMMISSION.

ART. 15. The joint commission referred to in Article VI shall be established as follows:

The President of the United States shall nominate two persons, and the President of the Republic of Panama shall nominate two persons, and they shall proceed to a decision; but in case of disagreement of the Commission (by reason of their being equally divided in

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conclusion), an umpire shall be appointed by the two Governments who shall render the decision. In the event of the death, absence, or incapacity of a Commissioner or Umpire, or of his omitting, declining or ceasing to act, his place shall be filled by the appointment of another person in the manner above indicated. All decisions by a majority of the Commission or by the umpire shall be final.

EXTRADITION.

ART. 16. The two Governments shall make adequate provision by future agreement for the pursuit, capture, imprisonment, detention, and delivery within the said zone and auxiliary lands to the authorities of the Republic of Panama of persons charged with the commitment of crimes, felonies or misdemeanors without said zone, and for the pursuit, capture, imprisonment, detention and delivery without said zone to the authorities of the United States of persons charged with the commitment of crimes, felonies or misdemeanors within said zone and auxiliary lands.

PORTS OF PANAMA.

ART. 17. The Republic of Panama grants to the United States the use of all the ports of the Republic open to commerce, as places of refuge for any vessels employed in the Canal enterprise, and for all vessels passing or bound to pass through the Canal, which may be in distress and be driven to seek refuge in said ports. Such

vessels shall be exempt from anchorage and tonnage dues on the part of the Republic of Panama.

NEUTRALITY RULES.

ART 18. The Canal when constructed, and the entrances thereto shall be neutral in perpetuity, and shall be opened upon the terms provided for by Section I of Article 3 of, and in conformity with, all the stipulations of the treaty entered into by the Governments of the United States and Great Britain on November 19, 1901.

FREE TRANSPORT.

ART. 19. The Government of the Republic of Panama shall have the right to transport over the Canal, its vessels, and its troops and munitions of war in such vessels at all times without paying charges of any kind. The exemption is to be extended to the auxiliary railway for the transportation of persons in the service of the Republic of Panama,or of the police force charged with the preservation of public order outside of said zone, as well as to their baggage, munitions of war and supplies.

CANCELLATION OF EXISTING TREATIES.

ART. 20. If by virtue of any existing treaty in relation to the territory of the Isthmus of Panama, whereof the obligations shall descend or be assumed by the Republic of Panama, there may be any privilege or concession in favor of the Government or the citizens and subjects of a third power relative to an interoceanic means of communication, which in any of its terms may be incompatible with the terms of the present convention, the Republic of Panama agrees to cancel or modify such treaty in due form, for which purpose it shall give to the said third power the requisite notification within the term of four months from the date of the present convention, and in case the existing treaty contains no clause permitting its modifications or annulment, the Republic of Panama agrees to procure its modification or annulment in such form that there shall not exist any conflict with the stipulations of the present convention.

ANTERIOR DEBTS, CONCESSIONS, ETC.

ART. 21. The rights and privileges granted by the Republic of Panama to the United States in the preceding Articles are understood to be free of all anterior debts, liens, trusts, or liabilities, or concessions or privileges to other Governments, corporations, syndicates, or individuals, and consequently, if there should arise any claims on account of the present concessions and privileges or otherwise, the claimants shall resort to the Government of the Republic of Panama and not to the United States for any indemnity or compromise which may be required.

RENUNCIATION OF RIGHTS.

ART. 22. The Republic of Panama renounces and grants to the United States, the participation to which it might be entitled in the future earnings of the Canal under Article 15 of the concessionary contract with Lucien N. B. Wyse, now owned by the New Panama Canal Company, and any and all other rights or claims of a pecuniary nature arising under or relating to said concession, or arising under or relating to the concessions to the Panama Railroad Company or any extension or modification thereof; and it likewise renounces, confirms and grants to the United States, now and hereafter, all the rights and property reserved in the said concessions, which otherwise would belong to Panama at or before the expiration of the terms of ninety-nine years of the concessions granted to, or held by the above-mentioned party and companies, and all right, title, and interest which it now has or hereafter may have, in and to the lands, canal, works, property and rights held by the said companies under said concessions, or otherwise, and acquired or to be acquired by the United States from or through the New Panama Canal Company, including any property and rights which might, or may in the future, either by lapse of time, forfeiture or otherwise, revert to the Republic of Panama under any contracts or concessions, with said Wyse, The Universal Panama Canal Company, the Panama Railroad Company, and the New Panama Canal Company.

The aforesaid rights and property shall be and are free and released from any present or reversionary interest in, or claims of Panama, and the title of the United States thereto upon consummation of the contemplated purchase by the United States from the New Panama Canal Company, shall be absolute, so far as concerns the Republic of Panama, excepting always the rights of the Republic specifically secured under this treaty.

PROTECTION OF CANAL.

ART. 23. If it should become necessary at any time to employ armed forces for the safety or protection of the Canal, or of the ships that make use of the same, or the railways and auxiliary works, the United States shall have the right, at all times and in its discretion, to use its police and its land and naval forces or to establish fortifications for these purposes.

CHANGE IN GOVERNMENT, LAWS, ETC.

ART. 24. No change either in the Government or in the laws and treaties of the Republic of Panama shall, without the consent of the United States, affect any right of the United States under the present convention, or under any treaty stipulation between the two countries that now exists or may hereafter exist touching the subject matter of this convention.

If the Republic of Panama shall hereafter enter as a constituent into any other government, or into any union or confederation of states so as to merge her sovereignty or independence in such Government, union or confederation, the rights of the United States under this convention shall not be in any respect lessened or impaired.

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COALING STATIONS.

ART. 25. For the better performance of the engagements of this convention, and to the end of the efficient protection of the Canal and the preservation of its neutrality, the Government of the Republic of Panama will sell or lease to the United States lands adequate and necessary for naval or coaling stations on the Pacific coast and on the western Caribbean coast of the Republic at certain points to be agreed upon with the President of the United States.

RATIFICATION.

ART. 26. This convention when signed by the Plenipotentiaries of the Contracting Parties shall be ratified by the respective Governments and the ratifications shall be exchanged at Washington at the earliest date possible.

In faith whereof the respective Plenipotentiaries have signed the present convention in duplicate and have hereunto affixed their respective seals.

Done at the City of Washington the 18th day of November in the year of our Lord nineteen hundred and three.

JOHN HAY, (Seal).

P. BUNAU VARILLA, (Seal).

NOT BY A DAM SITE

Young Lock Engineer (to his new Bride.)—Annabel dear, I have just been assigned quarters up by the new dam.

New Bride (looking a little disgusted)—Why, James, we surely won't have to go up there; not by a dam site.

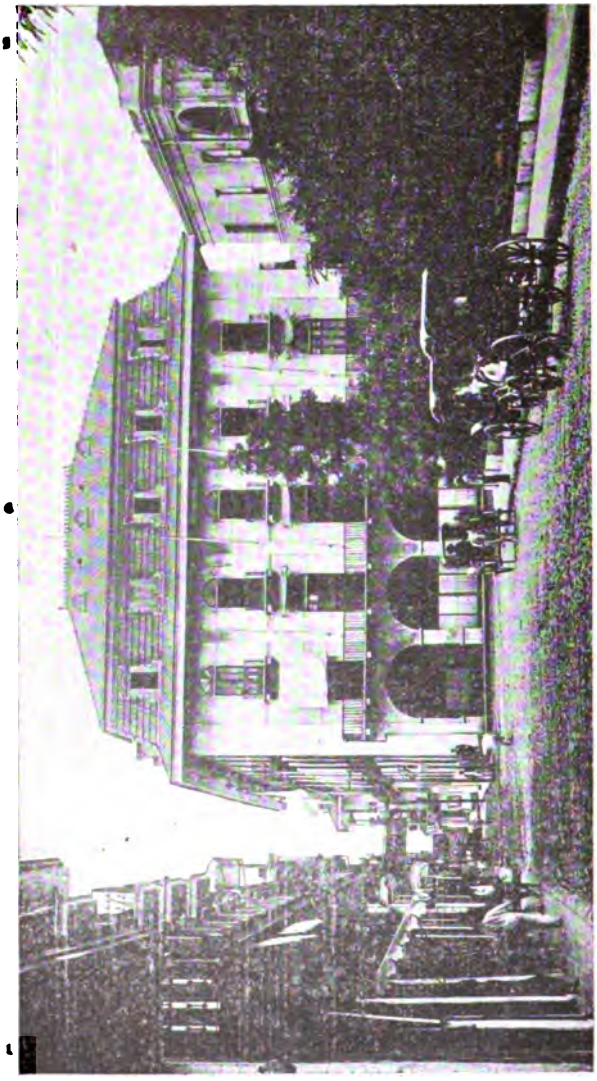
The Deal Goes Through.

The sale of the canal properties were authorized by the shareholders of the New Panama Canal Company on April 23, 1904, the instrument of conveyance being as follows:

> Now, therefore we, the New Panama Canal Company, represented by Messrs Marius Bo and Albert Rischmann, in consideration of the payment of forty million dollars in gold coin of the United States of America to said company on its order or demand, contemporaneously with the delivery of this present conveyance to the two representatives of the United States of America first above mentioned, and the delivery to them of its property in Paris, and the certificate of said Panama Railroad shares (the property of the company not being understood to include the treasury assets of the company, including deposits of money, outstanding credits and investments in bonds), and the delivery upon the Isthmus of Panama, to an agent of the United States of America, designated by them, or by the Attorney-General of the United States of America, of the remainder of its rights and properties, do hereby acknowledge and confirm the said sale, and do grant, sell and assign, transfer and set over to the United States of America absolutely, in full ownership, the totality, without exception, of the company's property and rights on the Isthmus of Panama, and its maps and archives at Paris.

Those acquainted with the negotiations for the canal property have always credited Admiral Walker with a peculiarly successful combination of statesmanship and business ability in this matter by first reporting to Congress in favor of the Nicaragua route, which report so unnerved the French company that a reduction of seventy millions was at once made from their previous figure.

Of the forty millions paid to the French company, the canal represented $27,474,000; Panama Railroad, $6,886,000; maps and records $2,000,000. The sale included about 30,000 acres of land that went with the



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railroad; 625,000 acres of land under the Wyse concession, 2265 buildings in Panama, Colon, and along the line of the canal, and three steamers of about 2,000 tons each.

The Great Scrap Heap.

Having completed the purchase of the canal properties, Lieut. Mark Brooke was empowered to take possession of the plant on the Isthmus, with the result as announced in the following cable:—

Panama, May 4, 1904.

Isthmian, Washington,

Property taken over at seven thirty this morning.

BROOKE.

There were at this time, all told, 115 storehouses or magazines, fifteen larger warehouses and forty-one parks,

or yards scattered at different points along the forty-six miles of canal route. The contents of these buildings and yards would cover, if spread out in one place, a 500-acre farm, three feet deep, and leave enough over for a fence twice as high to enclose it. According to the last inventory of the French, this vast amount of material represented a book value of $29,000,000. In the purchase of the canal this stuff was not counted, but Admiral Walker insisted that it all be thrown in as part of the deal. Since the Americans took hold, much of this material has been disposed of. In 1906, a dealer in old iron in the States contracted for two shiploads, representing $60,000 in value, while tons and tons have been going to New York as ballast on the Panama Railroad boats. Hundreds of machines, engines, etc., were found in fair condition, and have been made over and put in service. This work has mostly been done at the Gorgona shops. In 1904, much of this material was covered by dense jungle growth, and even at this day, survey parties frequently run across in their explorations hitherto undiscovered caches of machinery.

There was also on hand 57 barges, 38 yawls and 21 steam launches. There were 273 iron cranes, 800 big pumps of various kinds, 189 rock drills, and 140 steam winches. There was a floating drill apparatus valued at $30,000, a boring machine at $10,000, a suction dredge worth $7,000, and other dredges whose value runs into the hundred thousands. As to cars and locomotives, there were 34 American locomotives valued at $200,000, and 212 Belgian valued at upwards of $1,000,000. In addition there were a lot of small Decauville engines and narrow gauge Decauville track, every foot of the last having since been put to good use. There were also 5,000 dump cars, and 5,000 trolleys for carrying dirt away from the canal.

The sale also included the magnificent Ancon Hospital costing the French upwards of $5,000,000, the De Lesseps houses at Cristobal, the Administration building in Panama City for which the French paid $200,000; the

residence of the French director-general ast Panama, (now known as the American Legation), which cost $60,000; the grounds and buildings of the Taboga Sanitarium on Taboga Island, on which $25,000 was spent, and the Dingler residence on the La Boca road, costing about $50,000. It is the opinion of those who have been constantly in touch with the properties acquired from the French company, that the price the United States paid for them was way below their actual value at the time of the transfer.

When the United States came into possession, the sole control of canal affairs on the Isthmus was vested in the Director-General, the delegate of the Board of Directors of the French company in Paris. Reporting to this Director-General were chiefs of departments, or bureaus having to do with engineering and plans, accounts and cash, material and supplies, health, and lands. There was but one set of files, or place of deposit of records and this at canal headquarters in Panama. As the French company was operating under a franchise, and was dependent for protection upon the sovereign government, police protection came of, and all judicial proceedings were, of necessity, conducted in the courts of said government. For cases of emergency the chiefs of section, or departments, were each provided with a stand of arms. The Sanitary Department was such only in name. There was no attempt to institute any hygienic measures, save such as the laws of the sovereign required, that is, none at all. If the employes were injured or sickened, they were cared for by the Company's physicians, in or out of the hospital. The medical officers had no independent discretion of any kind, and the physicians were not obliged to attend families of employes, although they usually did so.

First on the Ground.

The first party to arrive on the Isthmus in connection with the present undertaking consisted of Major William

Frank Ullrich & Co.

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Anheuser-Busch Brewing Association, St. Louis, Mo.---Moet & Chandon's White Seal Champagne.---Canadian Club, Wilson's, Hunter's Green River, and Mt. Vernon Fine Whiskies.---Duffy's Pure Malt Whisky.---D C. L. Old Tom Gin and Scotch Whisky.---Tennent's XXX Stout and Pale Ale.---Ross's Royal Belfast Ginger Ale, and Kola.---Marie Brizard & Roger-Bordeaux-Finest Liqueurs.---McCray Refrigerator Co.---Washburn-Crosby Co's «Gold Medal» Flour.

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M. Black and Lieut. Mark Brooke, U. S. Corps of Engineers. Mr. A. C. Harper as civil engineer, and Mr. Harry D. Reed as clerk and stenographer. The party reached Panama on April 16, 1903, over six months before the secession, and nearly a year before the proclamation of the canal treaty. Their mission was to keep tab on the work and methods of the New Panama Canal Company. Messrs Harper and Reed have been with the canal enterprise ever since. The former is now Resident Engineer with headquarters at Corozal, while the latter has filled the position of Executive Secretary for over three years past.

Dr. Claude C. Pierce has the honor of being the first sanitary representative on the ground, as well as the first to arrive in an official capacity after it was known that a treaty would be negotiated with Panama. Dr. Pierce was detached from the U. S. Marine Hospital service at Key West, Fla., and sent to the Isthmus to make

a special report on sanitary conditions. He arrived at Colon December 31, 1903, and for the following six or eight months made his headquarters at Panama. Dr. Pierce is now Quarantine Officer at Colon. The next in order was Dr. J. P. Perry, also detached from Marine Hospital duties for temporary service on the Isthmus. Dr. Perry arrived Feby. 6, 1904 and was stationed at Colon for several months. On the organization of the Department of Sanitation he became connected with it, and now holds the position of Chief Quarantine Officer, with headquarters at Panama.

The first large permanent party to arrive was headed by Major-General George W. Davis, and consisted besides of Major Black, Ernest Lagarde jr., the first Executive Secretary of the Canal Zone; Eugene C. Tobey, Paymaster, U. S. Navy; Richard L. Sutton, M. D., U. S. Navy; Mason E. Mitchell, stenographer; George Reynolds Shanton, Charles L. Stockelberg, and Jeremiah Corcoran. The party arrived May 17, 1904, and its appearance constituted the initial step in the organization of the work under American management. Paymaster Tobey not only assumed the duties of Disbursing Officer, but at one time was in charge of the Material division, Revenues, and Posts. In fact, he and Major-General Davis had practically the running of things for a month or so. There were a lot of ragged ends to draw together when the canal was taken over from the French, and with lack of sufficient and adequate help, it was nip and tuck with these two men for one while, to keep matters running smoothly. The Major-General acted as "Managing Representative" until Chief Engineer Wallace arrived, while Tobey continued in the performance of his multifarious duties until Paymaster George C. Schafer came to relieve him of the disbursing end, and Col. Tom. Cooke arrived to take charge of revenues and posts. Owing to the pressure of work, pay days at that period were long deferred, the longest on record for the gold men, if the memory of the writer

serves correctly, being in August, 1904 when there was "nothing doing" until the 17th of the month. However, everybody accepted the situation good-naturedly enough, the bunch of penniless "recruits" up at Ward 9 in the hospital paid working up considerable excitement o' nights during these waits on a ten-cent limit, and that in debased Colombian currency

E. C. Tobey was subsequently made Chief of the Department of Material & Supplies, and continued in that capacity, with Victor S. Jackson as his Assistant until November, 1905, when he was succeeded by Mr. W. G. Tubby, the present head of that department. Mason Mitchell served under Mr. Tobey, and later under Paymaster Schafer. He is still on the Isthmus, though not with the Commission. Capt. Shanton was appointed Chief of Police, an office he still holds, while Mr. Stockelberg has been Supervisor of Plumbing from first to last. Col. Wm. C. Gorgas was another of the early arrivals. Reaching here in June, he with the able assistance of Major H. R. Carter commenced at once the work of building up the mighty structure that has made Panama, Colon and the Canal Zone one of the healthiest spots in the tropical belt. Others followed in the wake of these pioneers, List, Ehle, Nichols, Dose, Major Lagarde, Dr. Ross, and many others, the most of whom have long since departed for other fields of labor.

TAKING NO CHANCES.

Who says that strangers in Panama are not reverent and respectful. Yesterday while the auctioneer's bell was ringing about the streets, a gentleman who thought it might be some religious ceremony, took off his hat and stood uncovered in the hot sun until the red flag had passed. He evidently thought it best to be on the safe side.—Panama Star & Herald in 1871.

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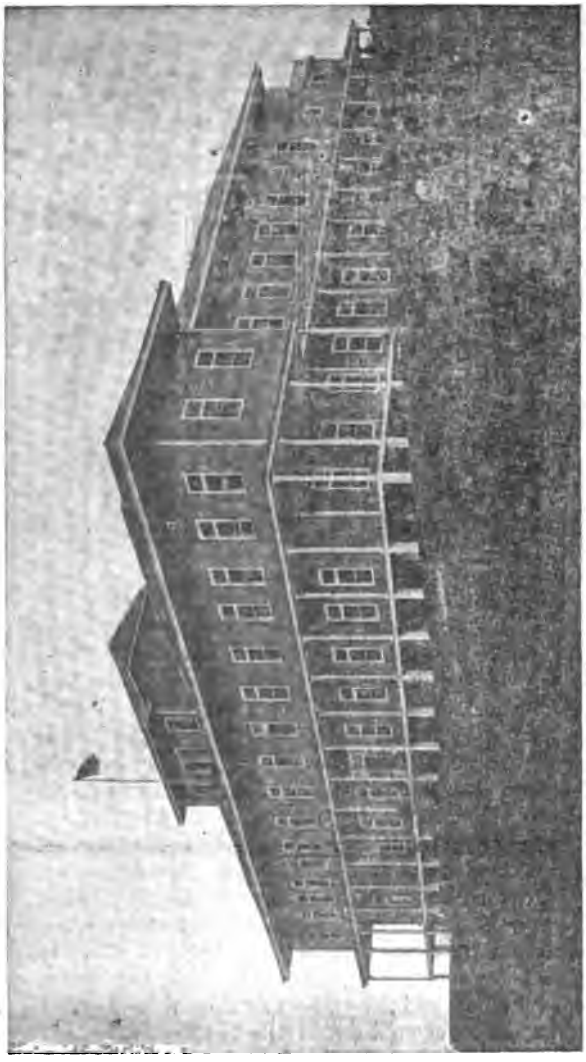
New Commission in Harness.

On March 8, 1904, President Roosevelt issued the letter appointing the members of the first commission to be composed of Rear-Admiral John G. Walker, United States Navy, Chairman. Major-General George W. Davis, United States Army; William Barclay Parsons, William H. Burr, Benjamin M. Harrod, Carl Ewald Grunsky, civil engineers, and Mr. Frank J. Hecker. The President's charge to this commission reads in part as follows:—

> "I have appointed you as the Commission which is to undertake the most important and also the most formidable engineering feat that has hitherto been attempted. You are to do a work the doing of which, if well done, will reflect high honor upon this nation, and, when done, will be of incalculable benefit, not only to this nation, but to civilized mankind. You have been chosen purely because of your personal and professional reputations for integrity and ability. You represent the whole country. You represent neither section nor party... .. The plans are to be carefully made with a view of the needs not only of the moment, but of the future. The expenditures are to be supervised as rigorously as if they were being made for a private corporation dependent for its profits upon the returns. You are to secure the best talent this country can afford to meet the conditions created by every need which may arise. The methods for achieving the results must be yours. What this nation will insist upon is that results be achieved."



Administration Building—Culebra, Panama.

The Commission held its first meeting at Washington on March 22, 1904, and immediately planned for a trip to the Isthmus to study the conditions on the spot. It arrived at Colon on April 5, 1904, and established provisional headquarters in the old De Lesseps mansion on Cristobal Point. During its visit the Commission occupied itself with a study of the plans and methods of work, as then carried on by the New Panama Canal Company and with an examination of the physical conditions of the proposed canal route. At the time of the Commission's visit, the only work in progress was the excavation of Culebra cut. The outfit here consisted of a few French steam excavators and dump trains, and a force of about 700 men engaged on the work. Although small progress was being made, the Commission deemed it advisable to continue the employment of the existing force until a better organization could be effected.

The Commission's investigations developed the fact that while under M. de Lesseps and the New Panama Canal Company a large amount of study was done of an accurate and scientific kind, new and extended surveys would have to be made by reason of the difference of the standpoints from which the work was approached twenty-five years ago with to-day. This, to a large extent is due, to the immense increase of dimensions of the waterway demanded by the ships of to-day and the near future. The Commission returned to the States on April 29, having decided that the first step in field operations should be the organization of survey parties to examine further into certain problems of canal construction with which it was confronted.

The Commission was received very cordially by the Panama Government officials and several functions were held. To provide against contingencies, the party brought along a large stock of mineral waters, and also, it is reported, a number of zinc caskets. The latter, however, were not called into requisition.

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Getting Down to Work.

The engineering work of the Commission had its beginning in the organization of five engineering parties, each in charge of a resident engineer. The first of these engineering parties sailed for the Isthmus about the middle of May, 1904, and the remainder followed soon after. One party was assigned to making surveys for proposed harbor improvements at Colon, another to making investigations and borings in the vicinity of Gatun, a third to conducting similar investigations at Bohio, the fourth and one of the largest parties put in the field, to making surveys for a possible dam at Gamboa, and the fifth and last for designing of a waterworks and sewer system for the cities of Panama and Colon.

On May 5, 1904, Mr. John F. Wallace was appointed Chief Engineer at a salary of $25,000 per annum, to take effect June 1. Mr. Wallace arrived on the Isthmus June 24, relieving Major-General Davis of all work in connection with engineering operations. At that time there were very few suitable residences available, and during the greater part of his connection with the Commission, he occupied the three-story building in Panama, now the home of the American Legation.

The attention of the Chief Engineer during the remainder of the year 1904 was principally confined to supervising the work of the field parties, to ascertaining what

the French company had left of value, and conducting experiments in Culebra cut with a view of arriving at the cost of excavation per cubic yard. The work of this period may be said to have been wholly preparatory. A start was made on the Panama waterworks project, and work was commenced on a few new buildings for employes.

It at once became necessary to place large orders for material, and the slowness with which these were filled was a source of considerable dissatisfaction to the officials on the Isthmus. In order to relieve this situation much material was purchased in the local market especially in the line of building materials.

Some Early Drawbacks.

Employes coming down were obliged to find quarters as best they could. The Administration Building in Panama for the first year and a half was the general office headquarters, engineering, sanitation and everything else, and large numbers of employes were constantly in Panama. This influx had the immediate effect of raising the price of rents, and at one time a room that wouldn't rent in New York City for more than $5.00 per month was bringing $20.00 here. Salaries in 1904 were on a much lower scale than at the present time, the average for clerks being about $100 per month. The tenants of rooms had to pay for their own water, and as the only method of getting it at that time, especially during the dry season, was from the *aguadores,* or street water peddlers, it cost quite a penny, particularly if one indulged in the daily luxury of a bath. Water generally retailed for five cents gold for five gallons, but as the dry season advanced, and the wells on the outskirts of the city began to get low, the price rose, until the article, including the lugging up a flight of stairs, sold for as high as 15 cents gold per five gallons.

Another standing complaint among employes was the food question. Hardy fellows coming out of the North accustomed to three full meals a day, with a lunch or two

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on the side were not prepared to be pleased with the seven o'clock coffee of that beverage and bread, with an egg if you asked for it, and insisted upon it, and sometimes fruit. The monotony of the cooking routine in time too palled upon the appetite. It was simply a matter of mathematical calculation to figure the menu ahead. Ice at five cents gold per pound, and only a limited supply at that, was too costly an article to be supplied by the boarding-house keeper at every meal. It is true, the latter had his or her troubles, and these were not always given proper consideration. Every American housewife on the Isthmus knows the servant-girl problem in the States is not a marker to what it is here.

These and kindred drawbacks, together with the "quiet" life created in the employes a longing for a return to the "flesh pots of Egypt", and during the first year of the canal in American hands, about every boat that brought a batch of new employes took another load back. Especially was this so when the festive stegomyia began to get busy. During the year 1904, there were comparatively few cases of yellow fever; not enough to cause alarm. There was a small outbreak in December of that year during which Mrs. John Seager, wife of the chief engineer's private secretary, fellvictim. This caused a feeling of gloom over the American colony, but as there were but few additional cases no undue excitement was caused. In April and May, 1905 and on up to September of that year, the conditions

among the American employes had all the earmarks of a panic. One of the principal sources of infection during that period was the Administration Building in Panama in which two or three hundred clerks were then employed. M. O. Jackson, Supervising Architect, and R. R. West, Auditor, were counted among the victims. During the height of the scare some of the offices had scarcely a working force available, not from sickness, but because of desertion. The boats left Colon crowded on every trip, and many a one took steerage passage rather than wait for the next vessel. There were two or three cases that resulted fatally where employes had been on the Isthmus less than ten days. The more hardened sort took a huge delight at this time in retailing terrible stories for the edification of the scared newcomer. A case is called to mind where two young men arrived on the Isthmus on the morning of a certain day and reported for duty; sent in their resignations in the afternoon, and returned to the States by the boat leaving the day following. They lost no time in getting out.

It became necessary at this juncture in order to re-establish the working morale to make a decided increase in salaries, as the thousands and thousands of fairy stories printed in the States began to have its effect on the efforts of the Commission to maintain the personnel. Most of the appointments of this period specified that quarters would be provided, but as the Commission was unable to comply with the provision, commutation was allowed employes, at first eight per cent., and later fifteen per cent. of their monthly salaries. Employes and members of their families were at first allowed the reduced rate of $15, for steamship passage New York to Colon. This was raised a few months later to $25, and afterwards reduced again to $20 where it stands at present.

Old Commission for Sea-Level Canal.

The engineering committee of the Walker Commission consisting of Messrs. Burr and Parsons visited the Isthmus

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early in 1905. Under a resolution of the Commission Maj. Gen. Davis, then Governor of the Canal Zone, was made a member of the committee during its stay on the Isthmus. After holding sessions almost daily for several weeks, the committee met and presented a report in favor of a sea-level canal which is summed up in the following:—

> RESOLVED, That this committee approve and recommend for adoption by the Commission a plan for a sea-level canal with a bottom width of 150 feet, and a minimum depth of water of 35 feet, and with twin tidal locks at Miraflores, whose usable dimensions shall be 1,000 feet long and 100 feet wide, at a total estimated cost of $230,500,000. Such estimate includes an allowance for administration, engineering, sanitation, and contingencies, amounting to $38,450,000, but without allowance for interest during construction, expense of Zone Government, or collateral costs, and water supply, sewers, or paving of Panama or Colon, which last items are to be repaid by the inhabitants of those cities.

To facilitate the committee's conclusions, an estimate on three types of canal was submitted by Chief Engineer Wallace, one being for a canal with a summit level at 60 feet elevation to cost $178,013,406; another with summit level at 30 feet elevation to cost $194,213,406, and the third, the sea level type, to cost $230,500,000. Each of the above estimates included probable cost of constructing a breakwater at Colon figured at $6,500,000.

The committee set forth that a sea-level canal would furnish a waterway with no restriction to navigation, and which could easily be enlarged by widening and deepening at any time in the future to accommodate an increased traffic, without any inconvenience to the shipping using it.

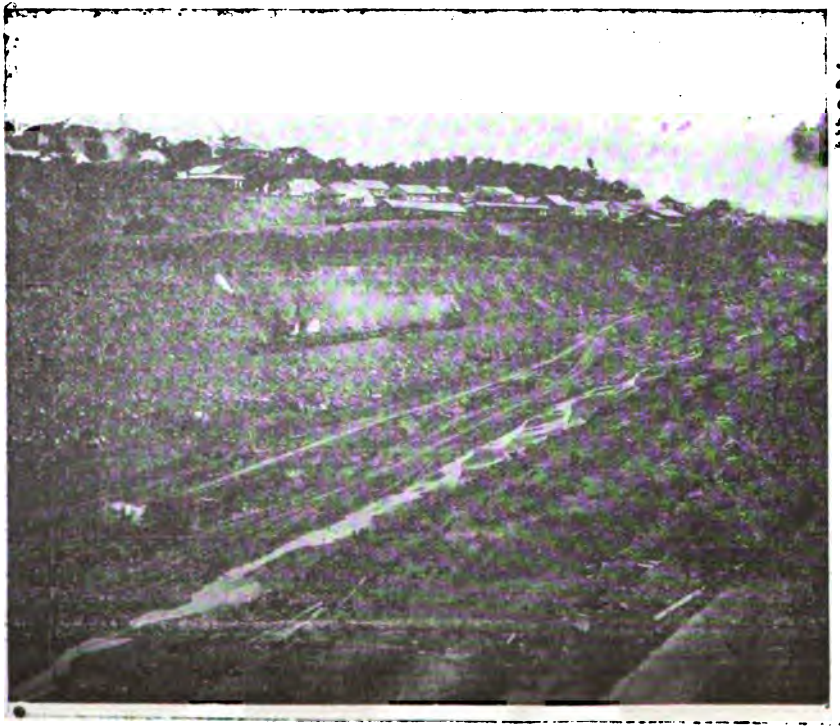
whereas a lock canal would be a permanent restriction to the volume of traffic and size of ships that use it. The additional cost of a sea-level canal over that of a canal with locks with a summit level of 60 feet above mean tide was $52,462,000, or $79,742,000 more than the estimated cost of a lock canal with a summit level 85 feet above mean tide, proposed by the former Isthmian Canal Commission.

Referring to the proposed dam at Gatun, the committee reported that, "The surveys and examinations which have been made in regard to a possible dam site across the Chagres River at Gatun show that such a structure is not feasible. The width of the floor of the valley at that point is about 5,000 feet, and two borings made at what appears to be the most favorable section penetrated to a depth of 172.7 feet and 139.2 feet below sea-level, respectively, without finding bed rock. Other examinations and borings have also been made at other sections of the Chagres valley where a dam site seemed possible, between Gatun and Bohio, but with equally unfavorable results. It is clear, therefore, that it is not feasible to construct a dam across the Chagres River at any point lower down in its course than at Bohio."

"The borings along the sites proposed for the dam across the Chagres near Bohio have shown that bed rock is deeper than has been supposed at all the sites contemplated. The greatest depth to rock, both at the French site and on that tentatively proposed by the former Isthmian Canal Commission, is about 158 feet below sea level. . . . . These results indicate greatly increased difficulties in the construction of any dam in the vicinity of Bohio."

HOW ABOUT IT TODAY?

The Panama market is now abundantly supplied with fruit, vegetables, eggs, fish, string beef, almejas, old women, naked children, John Chinamen, bad odors and hungry dogs. The Colombian Eagle rejoices outside.—Panama Star & Herald in 1875.



Trains hauling the excavations from Culebra Cut—Panama.

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Ancon Hill the Best Site.

While on the Isthmus, the committee also considered the matter of quarters for Employes and adopted a resolution authorizing the Chief Engineer to proceed with the work at once. A resolution was also passed declaring that Ancon Hill and adjacent territory afforded the best site for erecting permanent quarters for the Commission, Zone officers, and certain classes of employes, together with offices and hospitals, and that the Commission be recommended to despatch a landscape architect to the Isthmus to devise a plan for artistically developing this site.

This resolution was the first step toward building the Ancon of today. At that time there had not been a building put up at this point, outside of the Ancon Hospital grounds, and corral yard. The Hotel Tivoli had not been dreamed of, the new Zone administrative building had not been planned, and the site now dotted with cottages and apartment houses was then only a pasture. Goats browsed contentedly on Gobbler's Knob and "El Tivoli."

Old Commission Disbanded.

"It became apparent," says Secretary Taft in his annual report for 1905, "during the six months succeeding the appointment of the first Commission that the body of seven men as organized was not an effective force for doing

the work required in the construction of the canal. The members of the Commission themselves agreed that as constituted, good results could not be expected from it. You (President Roosevelt) had submitted to Congress during the winter of 1904-5 a recommendation for an amendment to the law by which you should be given a free hand in the number of agents to be selected by you for the work which the act of Congress made it mandatory upon you to perform, and informed Congress that the method of construction by a commission of seven was clumsy and ineffective. The House of Representatives gave the requested power in a bill which it sent to the Senate. There the bill met determined opposition, and in the short session it was entirely possible for its enemies to defeat it. It became very apparent that radical action was necessary if better work was to be secured. By your direction, in March, 1905, I requested the resignation of the then canal commissioners, which were at once tendered."

Under Executive order of April 1, 1905, the organization of a new commission became effective, the members being Theodore P. Shonts, Chairman; Charles E. Magoon, also to be Governor of the Canal Zone; John F. Wallace, to be member as well as Chief Engineer; Rear-Admiral Mordecai T. Endicott, U. S. Navy; Brig. Gen. Peter C. Hains, U. S. Army (retired); Col. Oswald H. Ernst, Corps of Engineers, U. S. Army, and Benjamin M. Harrod. The salaries were fixed at $7,500 for each member per annum, the Chairman in addition to receive the sum of $23,500 annually; the Chief Engineer, $17,500 annually, and the Governor of the Canal Zone, $10,000 annually.

The first meeting of this Commission was held April 3, 1905, and an executive committee appointed consisting of Messrs. Shonts, Wallace and Magoon. It was then arranged that Mr. Shonts should assume charge of the Washington office, the making of contracts, the purchase of material, and general executive control of the whole business of the Commission. Mr. Wallace was to take complete

charge of the engineering and construction work on the Isthmus, while Governor Magoon who succeeded Gen. Davis, assumed control of the Zone administrative functions, and the sanitation work, with Col. Gorgas in direct charge of the latter. Mr. Shonts drafted into service to assist him in the reorganization of the Washington office, Col. Edwards, formerly Chief of the Bureau of Insular Affairs; David W. Ross, General Purchasing Agent at a salary of $10,000 per annum, and E. S. Benson, as Auditor, at the same salary.

Wallace Quits the Canal.

The resignation of Chief Engineer Wallace came like a clap of thunder out of a clear sky. It was remotest from the thoughts of anyone in any way connected with the undertaking from the President down. While it was generally known that he was dissatisfied with the working methods of the first Commission, the reorganization by which he was delegated almost plenary powers in the field of construction and engineering, tended to the belief that he would put his shoulder to the wheel with renewed vigor. He had been summoned to the States shortly before this to discuss plans for the future, and had been back on the Isthmus but six days, when on June 28, 1905, he forwarded a cablegram to Secretary Taft announcing his desire to leave the service.

"I was greatly taken aback," reports the Secretary of War, "for I heard indirectly from reliable sources that he had received an offer of a much higher salary, and that he was determined to accept the offer and give up this job. Mr. Wallace came north and at an appointed interview stated to me that he had received an offer of $65,000 and had accepted it, that he was anxious to assist me and the members of the Commission, as far as possible, with his advice, and would be glad to continue as a member of the Commission, but that he could not and

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would not go back to the Isthmus at all. I gave Mr. Wallace a full opportunity to state all the reasons that actuated him in withdrawing, but this is the only one he mentioned."

It is quite probable that the question of health entered considerably into Mr. Wallace's decision. At the time he returned from the States, yellow fever had been doing a pretty brisk business for several months, and the prospects for its abatement did not look particularly good While on the Isthmus, Mr. Wallace continually guarded against possibility of infection. His residence was the first to be screened, and every possible precaution taken to prevent the introduction of the disease by mosquito infection.

Mr. Wallace's place was filled without loss of time by the appointment of Mr. John F. Stevens, an experienced railroad man, who was on the eve of departing for the Philippines to supervise important railroad works for

the Government. Mr. Stevens arrived on the Isthmus on July 27, 1905 and immediately took up the work where his predecessor had left off.

Engineering Operations Suspended.

After the visit of the Commission to the Isthmus in July and August, 1905, it became evident that two things must be done before results in an engineering way could be expected. One was the proper housing of employes, and the other, the improvement of health conditions. It might be said that at this juncture, the former was the more important, as it in reality dovetailed into the other, it being self-evident that sanitary conditions would improve immediately modern, well-ventilated quarters were furnished. The Commission recognized that this preparatory work was the first essential, and ordered a partial suspension of engineering operations. Quite a number of men were sent back with the information that as soon as it was decided to recommence work on a large scale, they would be notified. It was at this time that plans were made for a large number of quarters, and the work in this department increased apace, while Col. Gorgas and his squads continued their daily battles with the little demons of the air.

To Decide Type of Canal.

On June 24, 1905, the President by Executive order appointed the following board of consulting engineers for the purpose of reporting on the type of canal to be adopted:—

Gen. George W. Davis, Chairman, Alfred Noble, one of the constructing engineers of the Soo canal; William Barclay Parsons, engineer of the New York underground system; William H. Burr, professor of engineering in Columbia college; Gen. Henry L. Abbott, army en-

gineer, whose observations on the topography and characteristics of the canal territory, now in book form, are valuable; Frederic P. Stearns, hydraulic engineer of Boston; Joseph Ripley, at one time chief engineer of the Soo Canal, and afterwards employed by the Isthmian Canal Commission as lock expert; Horman Schussler, Isham Randolph of Chicago Drainage canal fame; W. Henry Hunter, chief engineer of the Manchester ship canal, representing the British Government; Eugen Tincauzer, chief engineer of the canal at Kiel, representing the German Government; Adolphe Guerard, civil engineer, representing the French Government; Edouard Quellennec, consulting engineer of the Suez Canal, and J. W. Welcker, engineer and constructor of the North Sea canal, representing the Holland Government.

The Board failed to reach an unanimous agreement, and on January 10, 1906 presented two reports, the first a majority report, signed by eight members, of whom five were the representatives of foreign governments, favoring a sea-level canal, and the second, or minority report, signed by five members, all Americans, in favor of a lock canal at an elevation of 85 feet.

The Isthmian Canal Commission, to whom these reports were submitted for consideration, made a report to the Secretary of War on February 5, 1906, one member dissenting, in favor of the lock canal recommended by the minority report of the Advisory Board. The dissenting member, Civil Engineer Endicott, U. S. N., submitted a minority report in favor of the sea-level plan. Accompanying the Commission's report was a statement from Chief Engineer Stevens recommending the adoption of the lock-canal plan.

Congress Decides for a Lock Canal.

The reports were before Congress from February 19, 1906, until near the date of adjournment on June 30,

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1906. On June 21, the Senate by a vote of 36 ayes to 31 noes passed the act decreeing the construction of a lock canal of the general type proposed by the minority of the Advisory Board. The House of Representatives concurred, without division, on June 27, and on June 29, 1906, the act became a law through the approval of the President. While the passage of the act set at rest the uncertainties that to some extent had existed hitherto, and enabled the engineering forces to proceed on a definite basis, it is doubtful that much headway could have been made up to this time, outside of Culebra cut, for lack of preparedness in other directions. By the middle of 1906, the clouds surrounding the sanitary horizon had well nigh disappeared, and considerable advancement had been made toward furnishing quarters for employes, both gold and silver. Under Stevens, the rather chaotic state of affairs that marked the end of the first Commission had been reduced to a well-defined system, and things had begun to

Bas Obispo Cut, Canal Zone, Panama.

work much more smoothly. Material and supplies were being handled with a degree of promptness not known in earlier days. The service on the railroad also began to improve. At one time in 1905, it took all the way from three weeks to two months to get a consignment across the Isthmus from Colon, which caused a storm of protests from the local merchants. The delay did not occur in the transit across, but was attributable to an enormous congestion of freight at the northern end of the road, and lack of proper facilities in handling. Among other measures passed by Congress in 1906 relating to the canal, was one restricting the purchases of material and equipment for its use, to articles of domestic production and manufacture, except in cases where the price or bid was plainly unreasonable.

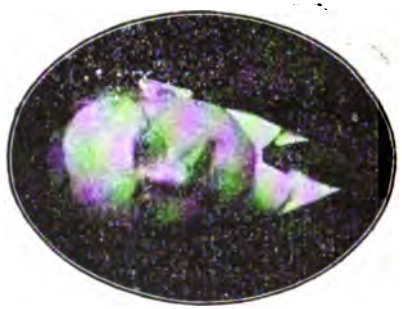
Army Engineers in the Saddle.

The year 1907 witnessed another line-up in the personnel of the Isthmian Canal Commission. The first break occurred on September 25, 1906 with the transfer of Governor Magoon to Cuba. The final disintegration began with the resignation of Mr. John F. Stevens which came about with a degree of suddenness only equalled in the case of Mr. Wallace. Mr. Stevens' resignation however, did not become effective until April 1. Meanwhile the resignation of Chairman Shonts took effect March 4, and the remainder of the Commission on March 16.

According to a Washington dispatch, Mr. Stevens became alarmed over the possibility of awarding the contract of constructing the canal to the Oliver-Bangs combination, and wrote a letter to the President setting forth that the canal organization had been pretty well perfected; that more dirt had been taken out during the past thirty days than was ever taken out before in the same time; that he did not care to share the work of building the canal with anyone, nor be hampered with men less familiar with the subject than himself. He intimated that if his

wishes were not complied with he would feel compelled to sever his connection with the undertaking.

Army Engineers who will dig The Panama Canal.



Maj. Wm. G. Sibert U. S. A. Asst. Chief Engr.

Lieut. Col. George W. Goethals U. S. A. Chief Engr.

Major D. Du B. Gaillard U. S. A. Asst. Chief Engr.

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The letter is reported to have been something of a shock to the President, who after deliberation cabled Stevens acceptance of his resignation. With the retirement of the Shonts Commission, the plan of carrying on the work under what might be termed civilian direction was abandoned, and steps were at once taken toward putting the project in charge of the army organization. This end was effected by the appointment of a commission consisting of the following:—

Lieut.-Col. Geo. W. Goethals, U.S.A., Chairman and Chief Engineer.
Maj. D. D. Gaillard, U.S.A.,
Maj. Wm. L. Sibert, U.S.A.,
Mr. H. H. Rousseau, U.S.N.,
Mr. Jo. C. S. Blackburn,
Col. W. C. Gorgas, U.S.A.,
Mr. Jackson Smith,
Mr. Joseph Bucklin Bishop, Secretary.

Under the new arrangement the positions of Chairman and Chief Engineer were combined, and it was required that all the Commissioners take station permanently on the Isthmus. Later the work was divided as follows:—Col. Goethals to have general charge; Maj. Gaillard to have charge of the Department of Excavation and Dredging; Maj. Sibert, Department of Locks and Dam Construction; Mr. Rousseau, Departments of Municipal Engineering, Motive Power and Machinery, and Building-Construction; Mr. Blackburn, Head of the Department of Civil Admin-

istration and Governor of the Canal Zone; Col. Gorgas, Chief Sanitary Officer, Head of the Department of Sanitation; Mr. Jackson Smith, Manager of the Department of Labor, Quarters & Subsistence, and Mr. Joseph Bucklin Bishop, as Secretary of the Commission, and in charge of *The Canal Record,* the official I. C. C. organ. Under the Executive order of November 17, 1906, the judiciary and canal zone government was combined under the name of Law and Government, with Mr. Richard Reid Rogers, General Counsel, in charge. The civil government was later transferred to the Isthmus and now comes under the head of Department of Civil Administration.

At the time Col. Goethals took charge there was much talk about militarism. Shortly after his arrival, a reception was given him at the Corozal Hotel. On this subject he said. "I will say that I expect to be the Chief of the division of engineers, while the heads of the various departments are going to be colonels, the foremen are going to be the captains, and the men who do the labor are going to be the privates. There will be no more militarism in the future than there has been in the past. I am no longer a commander in the United States Army. I now consider I am commanding the Army of Panama, and that the enemy we are going to combat is the Culebra cut, and the locks and dams at both ends of the canal. Every man here who does his duty will never have any cause to complain on account of militarism."

The Canal Route—Plans Amended.

On December 9, 1907, a special report was made by the Chairman of the Commission to the Secretary of War, recommending locks and dams at Miraflores, instead of at La Boca. This does away with the necessity for Lake Sosa, and the Sosa-Corozal and La Boca-San Juan dams. It also probably removes the necessity of changing the

site of old La Boca, and saves many legal preliminaries in connection with the securing of private lands in the submerged area contemplated by Lake Sosa. A brief sketch of the canal by sections, and the work that is being done is given herewith:—

LIMON HARBOR CHANNEL.—The harbor channel of the canal at the Atlantic end begins at a point in Limon Bay about half a mile outside of a line drawn across from Manzanillo Point, to Point Toro. The width of the channel's mouth will be approximately 1,000 feet, and the opening will be protected by converging jetties. The channel from this point to the mouth of the Mindi River, a distance of four and one-half miles, will have a bottom width of 500 feet, and will be dredged to a depth of 40 feet. At Mindi where the canal proper starts the ground is only a little above sea level, but rises until at Gatun 2.6 miles away, the elevation is 85 feet.

GATUN DAM.—Gatun is the site of the great dam destined to impound the waters of the Chagres. The dam will be of earth work riprapped in the portions most exposed to wear. The top of the dam is to be 100 feet wide, and its crest will be 50 feet above the normal lake level. The width of the dam at water level will be 374 feet, and at sea level 2,625 feet. Its total length will be in the neighborhood of 1700 feet, and its height 135 feet. The cross-section of the dam has been slightly changed from the original plans; the upstream slope is to be more gradual. A spillway will be constructed through the dam and work on this was begun in April, 1907.

GATUN LOCKS.—Gatun is also the site of a triple flight of locks. The original plans called for locks with usable lengths of 1,000 feet, and widths of 100 feet. During 1907, the question was raised as to whether the width as planned would be sufficient for future requirements. It is now proposed to increase their width to 110 or 120 feet. The President in his message to Congress in Decem-

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ber, 1907, favored locks of the latter width. The gates are to be in duplicate and of the miter type, except that the rolling gate similar to that now in use on the Ohio River will be substituted for the duplicate set at the lower end of each summit-level lock. In addition there will be provided an auxiliary pair of gates at the lower end of each flight for use as coffer dams in case it may be necessary to pump out the locks, and it has been determined tentatively to adopt a swing-bridge type of dam for emergency use.

GATUN LOCK SITE.—There has been a considerable division of opinion with reference to the suitability of the Gatun lock site. Former Chief Engineer Wallace went on record as opposed to dam and locks at this point on account of what he claimed to be lack of proper foundation. To actually develop the character of the foundations on which the locks are to rest five test pits, each six feet by eight, were sunk early in 1907 to the depths of the lock walls at Gatun, and one at the Gatun dam spillway. On their completion Engineers Alfred Noble, Frederick P. Stearns and John R. Freeman made a personal examination of material taken therefrom, and under date of May 2, 1907, reported as follows:—

> We beg to record that we found that all of the locks of the dimensions now proposed will rest upon rock of such a character that should furnish a safe and stable foundation.

Since that time careful borings have been continued over the entire area in order to secure a contoured plat of the rock surface with a view to the most economical adjustment of the locks to the site. Soft sandstones of a dirty greenish-gray color, derived from igneous rocks with a calcareous and clayey cement, are the most abundant rocks of the Gatun formation. The rocks are all well consolidated, though in a few rare cases sandy layers are found which crumble on exposure to the air. These are the beds that have been referred to frequently as "indurated clays." The term is a misleading one since true clays make up but a small part of the formation. The beds are all "rock", though in some instances soft enough to be loosened with a pick. It is evident that at one time this section was entirely under water, as sea shells have been picked up on top of some of the hills. Recently a steam shovel dipper dug up at Gatun an ancient bomb at a depth of fourteen feet below the surface of the ground. How it came there is a mystery. An extensive erecting plant, cable ways, etc. will be installed at this point, for the carrying and conversion of material required for use in the locks and dam.

GATUN LAKE.—As soon as the portions of the dam abutting Spillway Hill are high enough to stand 50 to 55 feet of water in the lake, it is proposed to build across the channel through Spillway Hill, a concrete dam high enough to hold the lake at the aforementioned level. During the dry season following, the dam across the channel through Spillway Hill will be brought to its full height, and a permanent spillway constructed, including the necessary regulating works by means of which the surplus water of the lake will be passed down to the sea. It is probable the lake will not be allowed to fill to the height of 50 to 55 feet until the upper end of the Gatun locks has been erected, and the upper gates built. The area of the lake will be 164.23 square miles. Its cubical capacity is not yet known. The lake will extend all the

way from Gatun to Bas Obispo, and the towns of Lion Hill, Frijoles, Tabernilla, San Pablo, Gorgona, and Matachin will be on islands entirely surrounded by water. Between Gatun and Bas Obispo, the Chagres River crosses the center line of the canal no less than 23 times.

OVER THE DIVIDE.—The Chagres will enter the lake near Bas Obispo, and at this point the canal begins to cross the divide, by way of Culebra cut, and thence to Pedro Miguel near where the low level is again reached, a distance of about ten miles. During the past year the work of excavation in the Cut has been progressing satisfactorily. The August, 1907 excavation from the canal prism made such an excellent showing as to call forth the following congratulatory cable from the President:—

Oyster Bay, N. Y.,

Sept. 5, 1907.

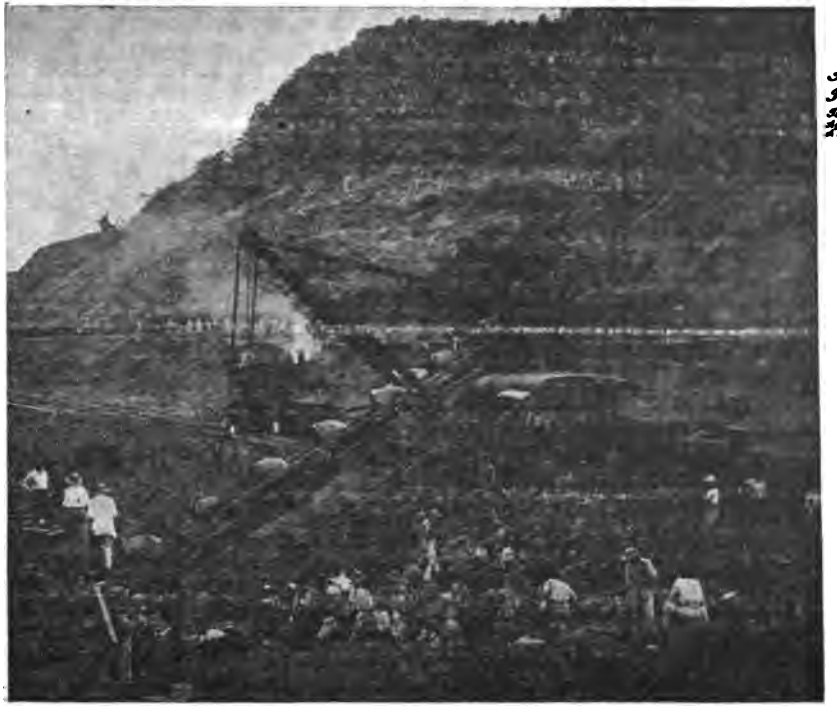
Goethals, Culebra.

I heartily congratulate you and all the men on the canal for extraordinary showing you have made during the month of August. As this is the height of the rainy season, I had not for a moment supposed you would be able to keep up your already big record of work done, and I am surprised as I am pleased that you should have surpassed it.

THEODORE ROOSEVELT.

The record for the month of August was 1,274,284 cubic yards, the highest up to that time since the canal has been in American hands, and this despite a rainfall of 11.89 inches during the month.

As the work of excavation proceeds in the heavy cuttings of the Culebra Division, the question of drainage becomes more and more important. At the north end of the Culebra Division, where the Chagres crosses the line of the canal, the elevation of the water surface of the river at dead low water is about plus 44, and during the rainy season under normal conditions about plus 49 to plus 50,



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but during the great flood of December, 1906, the water surface there reached a height of plus 79.9. "It is therefore evident," states the report of the Commission for 1907, "that when the canal is approaching completion, a barrier or dam must be placed at the northern end of the Culebra Division, near the river, to keep out the waters of the Chagres, and that the larger part of the drainage of the canal must be carried to the south, where toward the Pacific, the land slopes more rapidly. It will however, be necessary to install centrifugal pumps in order to dispose of the water which will come down into the cut and cannot be conveniently carried off by natural drainage to the south. It is very important to divert from the canal, for construction purposes as well as for economy in maintenance after the canal has been completed, all possible water which would get into it from the adjacent watershed. It is therefore proposed, during the next fiscal year, to repair and put in operation the old French diversion channel ex-

tending from Culebra and emptying into the Chagres on the west side of the canal below Gamboa. A survey party has been at work locating a diversion channel for the Obispo River, and other streams on the east side of the canal, which will extend from Culebra and will run approximately parallel to the canal, discharging its waters into the Chagres near Gamboa."

CHANGES AT PACIFIC END.—The changes at the Pacific end are the most important made since the adoption of the original plans. The Chairman's report to the Secretary of War states:—

"The adopted plan for the building of the Panama Canal contemplated the formation of a lake on the Pacific side by the construction of three earth dams (Sosa-Corozal, Sosa-San Juan and Corozal-Diablo), the differences of level between the lake and the Pacific being overcome by a flight of two locks projecting into the Pacific on the west side of Sosa Hill."

"The Board of Consulting Engineers that accompanied you to the Isthmus in April last, inspected the sites of the dams, as finally located, with a view to outlining a detailed description of the preparation of the foundations for the structures to be erected, reporting thereon as follows:—

> "The borings showed so-called mud in the swampy portion, having a depth of 8 or 10 feet. This material is firmer than we had expected, and at the time of our visit, about two days after it had been flooded by spring tides, it could be walked on in most places.....For the dam construction .....we do not think it will be necessary to remove the soft material at any of these places (Sosa-Corozal, Sosa-San Juan). The very softest material will either be displaced or consolidated by the material disposed on it. We do not think the amount displaced beneath the impervious portion of the embankment will be great, and if compressed in place the material will be impervious."

As regards the character of the material that should compose the body of the structures, the same Board reported:—.

> "For the Sosa-Corozal and La Boca dams the bottom width of the impervious portion should not be less than would result from a top width of 80 to 100 feet at 15 to 20 feet above the water level in the lake, with slopes not steeper than 1 on 4 to 1 on 5. The resulting width at sea level would be 640 feet, or more. The comparatively small cross-section suggested for the impervious portion of each of the Pacific dams is permissible only if it is reinforced by wide and heavy rock embankments on both sides.....On account of the nature of the bottom on which this rock fill will be deposited for the dams on the Pacific side, it should extend a long distance outside of the impervious portion in accordance with the principle adopted for the La Boca dam by the minority of the Board of Consulting Engineers in 1905-1906, of spreading the base on soft bottoms so that the change in weight imposed on the foundations from the toe towards the crown will be gradual This protection at the Sosa-Corozal and La Boca dams may be given great width with economy since they will afford convenient dumps for the Culebra material."

To construct the dams in accordance with these views trestles were built along the toes of the Sosa-Corozal dam, from which to dump material from the Culebra cut. The trestles failed, after the dumping of material from them began, and the material overlying the rock moved laterally carrying the superimposed mass with it, the dumps flattening out until the side slopes were about 1 on 12 and even less. In places, this lateral motion continued for two weeks after dumping had stopped. The ground on either side of, and at some distance from the dump was forced up forming mounds of mud, the crests of which gradually approached the level of the top of the dump proper. After an equilibrium was established between the dump and the adjacent mounds, the hump or wave would again move out when the track was shifted towards it, accompanied by a sudden vertical

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SALOON AND TAILORING ESTABLISHMENT.

settling of the track of six to ten feet when loaded trains were applied. It was thought that if the trestle was lower, better results might be obtained, but with the west trestle only eight feet above the surface of the ground and the piles driven to rock, similar failures followed.

When the difficulties on the east trestle developed, an investigation by borings and test pits was made to determine the character of the material overlying the rock. It was found to be for the greater part of an unctuous blue clay without grit, possessing but little supporting power, instead of stiff clay as indicated on existing profiles.

The investigations clearly demonstrate that the construction of dams which would remain in place after the lake is filled can be accomplished only by the removal of all material overlying the rock, and after preparation of the rock surface, by building the dams of selected material. The depth to which the material would have to be removed is from 10 to 70 feet, and suitable material for dam construction would have to be transported to the site. Investigations of the foundations of the Sosa-San Juan dam show that the material is the same; the difficulties to be encountered will be greater because of the river.

It is estimated that the cost of building the two dams following the plan that the investigations and work done indicate as necessary will be about $11,573,800. The estimate submitted by the minority of the Board of Consulting Engineers for these dams is $4,314,000, a difference of $7,259,800. As this difference to secure stability

is excessive, an examination of the canal route from Pedro Miguel to the Pacific was undertaken to ascertain if more suitable places for the locks and dams could be found. In making these examinations care was taken to secure samples of the materials to be encountered at various depths, and cores procured of the rock. A careful study was made of all data obtained and four possible projects present themselves for constructing that portion of the canal extending from the south end of Culebra cut to deep water in the Pacific Ocean.

First Project.—This is the present project and consists of one lock at Pedro Miguel and two at La Boca, with dams of suitable material on rock. The estimates submitted by the Board of Consulting Engineers are corrected to conform to methods, quantities and unit prices that additional information and experience show will give more nearly the actual cost of the work. The project provides a 500 foot channel from Pedro Miguel to Miraflores, a 1,000 foot channel through Sosa Lake to La Boca, and a 500 foot channel from La Boca locks to deep water.

Second Project.—Two locks at Pedro Miguel and one at Miraflores, with a 500 foot channel through the lake from Pedro Miguel to Miraflores, and a 500 channel from Miraflores locks to deep water in the Pacific Ocean.

Third Project.—One lock at Pedro Miguel, and two at Miraflores with a 500 foot channel through the lake from Pedro Miguel to Miraflores, and a 500 foot channel from Miraflores locks to deep water in the Pacific Ocean In this and Project No. 2, provision is made for diverting the waters of the Rio Grande and the Corundu and the Cocoli Rivers, as well as for a channel of uniform width to the sea, having no connection with any other tidal basin; as a consequence the currents in the channel will result only from the tidal flow and will not attain a velocity as great as one foot a second, which will not interfere with navigation.

Fourth Project.—One lock at Pedro Miguel, one at Miraflores, and one at La Boca, with 500 foot channels between locks and to deep water in the Pacific.

In each case locks and dams are on rock foundations. Assuming that inverts are used, the total cost of the various projects are as follows:—

Project No. 1.	$58,395,540.
Project No 2.	58,467,048.
Project No 3.	50,927,268.
Project No. 4.	66,690,618.

From the foregoing it is seen that Project No. 3, one lock at Pedro Miguel and two at Miraflores is the most economical. It has the advantage over the present project in that the dams of lower height, less length and resting on rock comparatively near the surface can be more easily constructed, and completed at an earlier date. It is to be preferred to Project No. 1 by reason of the fact that the location of the locks secures them against all possibility of distant bombardment and affords them greater security against gunboat or torpedo boat attack.

The Commission unanimously recommends the adoption of Project No. 3, and its substitution for the existing project."

The President approved Project No. 3 on December 20, 1907.

The two new locks at Miraflores will be built diagonally across the Rio Grande valley, connecting on the east with the hills at Miraflores and on the west with Cocoli Hill by short dams founded on rock. Recent investigations have shown that there exists a suitable foundation at the new location for the locks and dams contemplated. The locks lie directly across the valley and almost eliminate the question of dams, the upper end of the locks being so close to the Miraflores hills and the lower end so close to Cocoli Hill that the gaps can be closed by very short dams founded on rock. Under this plan there will be vir-

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tually no Sosa lake, as it provides for only about a mile of lake navigation between Pedro Miguel and Miraflores From Cocoli Hill to deep water in the Pacific a sea level canal is contemplated 500 feet wide. The locks and dams will lie immediately behind high hills, thus being effectively protected from hostile operations from the bay.

The Contract Phase of Canal Work.

On January 12, 1907, bids were opened for the construction of the canal by contract. The proposal of the Oliver-Bangs syndicate was the lowest, but on the ground that the specifications were not fully complied with, this and all other bids were rejected. The report of the Commission for 1907 comes out flat-footed against letting any of the work out by contract, and advances a number of arguments why the United States should continue the undertaking in the same manner as at present. When Col. Goethals first took charge of the work, he was re-

quested by the President to make a report relative to contract work after he had been on the Isthmus a sufficient time to form an opinion. The report says in part:—

"The Panama canal presents a piece of work unprecedented in magnitude, which must be done under conditions entirely different from similar classes of work in the United States. The work naturally divides itself into dredging, dry excavation, the construction of the locks and dams, and the construction of the new Panama Railroad. There is no contractor, or syndicate of contractors that by any combination could bring to the Isthmus an organization ready for team work on any of these units. From the United States the supply of labor is the same whether the work be done by contract or by the Government, and the character of the labor must be the same. So long as work is plentiful the dread of the tropics will deter men from seeking work here in preference, and this is equally applicable to the contractor and the Government. An adequate supply of labor from the United States is not possible. The records here show that no contractor can even attempt to recruit labor in the West Indies, and that great opposition will develop to any recruiting by authorized agents of the Commission if the labor procured is turned over to the contractors. These island governments cannot be blamed for their hostility toward the latter, because of their experience under the French, which left an indelible impression throughout the islands."

"Conditions on the Isthmus are peculiar. It is contended, apparently on reasonable grounds, that service in the tropics saps the energy and that a man is incapable, after a time, of performing the same amount of work that he would be able to accomplish had he spent the same period in a cooler climate. This creates a desire to accumulate sufficient means to avoid the necessity of relatively harder work on the return to the United States, and it is a question that the contractor would be obliged to face, as well as the United States. The wage scale on the

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Isthmus is practically adopted and a contractor would be obliged to maintain it."

"The excavation of the Culebra division has already been undertaken by hired labor; practically all of the plant required for this work has been secured and paid for; a complete and thoroughly efficient organization for the same has been built up, and the Government is not hampered in any way in procuring the necessary labor for filling vacancies that arise. The Government has on hand, or under contract, all the dredges that will be needed for excavating such parts of the canal prism as can be most economically performed by this class of machinery. The success of lock construction depends largely upon the quality of cement used, and there is no question but that the Government should furnish all the cement. No contractor, or association of contractors possesses the necessary plant for handling the enormous quantities of concrete required for these structures. Subsequent to the construction of the locks the contractor could have no further use for the machinery installed, even if the payment of freight for its return to the States was warranted. The gates and operating machinery, it is believed, can best be constructed by contract at the proper time."

"No account has been taken of the question of sanitation, one very important to the successful prosecution and completion of the work on the canal. Proper sanitation can be maintained more easily and satisfactorily with the Government in supreme control of the work, than with the contractor. The relative advantages of the contract system versus hired labor under Government supervision are very different to-day from what they were two years ago. To one familiar with conditions on the Isthmus there can be no doubt at this stage of the work as to the advisability of continuing it with hired labor."

"It is estimated that 80 per cent. of the entire plant needed for the construction of the canal has been purchased or contracted for. Machine shops have been erected

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and equipped for making all needed repairs to machinery now on hand or still required for the work. So far, therefore as the plant, its care and repair are concerned, the Government is better equipped to carry on the work as advantageously and economically as any contractor. Many thousands of employes have been secured, and an effective working organization has been perfected. The employes are well sheltered and in general, well-fed; the salaries paid are satisfactory and the work is progressing smoothly. A change from these favorable conditions in the method of prosecuting the work would disorganize all existing conditions and would undoubtedly increase the estimated cost and time of completing the canal. The conclusion that the work can be done better, cheaper, and more quickly by the Government has been reached only after free and full discussion by the various members of the Commission and the higher officials connected with the construction work, and after careful consideration of all sides of the proposition."

Record of Excavation to Jan. 1, 1908.

The following table will show amount of excavation done since the canal has been in American hands; also, amount yet remaining to be excavated, as of January 1, 1908:—

Amount excavated under American control:	CUBIC YARDS
In Culebra Division (canal prism) to January 1, 1908	13,037,847
Total excavation at all points under American control to Jan. 1, 1908	22,755,291
Total excavation by the French at all points and including diversion channel ... about	81,548,000
Total estimated excavation required April 1, 1907 for an 85-foot level canal:	
In Canal prism	101,050,000
On lock sites	7,965,000
For regulating works and diversion channel	2,150,000
Dredging in old Channel; Cristobal to Gatun, to open construction channel; and at Panama, to keep channel open to La Boca	3,350,000
Total	114,515,000

Canal Finances to July 1, 1907.

EXPENDITURES.

Construction of Canal	$29,782,682.60	
Buildings	5,862,384.90	
Panama waterworks, sewers and paving	1,217,445.52	
Colon waterworks, sewers and paving	763,302.30	
Panama Railroad advances	1,826,683.50	
Total construction and engineering		$39,452,498.82
Government of the Canal Zone	1,431,151.71	
Buildings	388,101.40	
Zone highways	499,023.70	
Total civil government		2,318,276.81
Sanitation and hospitals	4,799,642.04	
Buildings	750,565.96	
Total sanitation		5,550,208.00
Loans to Panama Railroad	1,631,257.34	
Purchase of Panama Railroad stock	157,118.24	
Purchase of Santa Rosa and Tivoli Hill properties	56,882.96	
Balance due by laborers for their transportation	210,694.45	

Bills rendered against Panama Railroad and others, but uncollected		466,988.52	
Collections from individuals and companies remitted to United States Treasurer as miscellaneous receipts		1,949,699.91	
Labor furnished and material sold to Panama Railroad, the Republic of Panama, Commission employes, and other allied interests		1,950,952 28	
Cash and uncollected bills at various hospitals		2,312.71	
Total miscellaneous		6,422,906.41	
Less—			
Amount due individuals and companies for claims allowed but not paid on this date	$ 505,375,18		
Amounts unpaid on pay-rolls	1,431,746,21		
June rolls $1,290,419.14			
Prior months 141,327.07			
Total amount of collections made and bills rendered and included in expenditures which have been, or will be deposited in the U. S. Treasury as miscellaneous receipts	2,873,146 63		
Value of French material charged to the work or sold to individuals and companies which has been credited to purchase price of Canal	648,511.65	5,438,779.67	
Net miscellaneous			984,126.74
Total expenditures			48,285,110.37
Balance available July 1, 1907			31,323,458.21
Total			$79,608,568.58

In August, 1907, the Chief Engineer advised the Secretary of War that construction work for the fiscal year ending June 30, 1908 was proceeding faster than contemplated, resulting in increased expenditures for labor and material. He estimated that additional funds to the amount of $8,000,000 would be required in order to keep up the same record of work for the remainder of the period. On August 26, the President approved the request. An appropriation of $33,183,143 has been asked for the fiscal year ending June 30, 1909.

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Labor on the Canal.

Up to June 30, 1906 most of the labor on the canal was drawn from the West Indian peoples. The Commission's report for that year states: "Another year's experience from nearby tropical islands and countries has convinced the Commission of the impossibility of doing satisfactory work with them. Not only do they seem to be disqualified by lack of actual vitality, but their disposition to labor seems to be as frail as their bodily strength. Few of them are steady workers. The majority of them work just long enough to get money to supply their actual bodily necessities, with the result that while the Commission is quartering and caring for about 25,000 men, the daily effective force is many thousands less. Many of them settle in the jungle, building little shacks, raising enough to keep them alive, and working only a day or two occasionally, as they see fit. In this way, by getting away from the Commission's quarters, practical control over them is lost, and it becomes very difficult for foremen to calculate on keeping their gangs filled."

"The experiment with laborers from northern Spain has proved very satisfactory. Their efficiency is not only more than double that of the negroes, but they stand the climate much better. They have malaria in about the same degree as the white Americans, but not at all to the extent that the negroes have it. Their general condition is about as good as it was at their homes in Spain. The chief engineer is convinced by this experiment that any white man so-called, under the same conditions, will stan the climate on the Isthmus very much better than thd

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negroes, who are supposed to be immune from practically everything, but who, as a matter of fact, are subject to almost everything."

The Department of Labor, Quarters & Subsistence in charge of Mr. Jackson Smith (a member of the Commission), as Manager, attends to the securing of all skilled and unskilled labor and its assignment, according to the needs of the work. Recruiting agents have been maintained at Barbados, and Martinique, and a representative kept at Paris to keep in touch with European labor conditions and with European emigration. On June 30, 1906, there were on the canal work 500 Europeans and 13,625 West Indians. On June 30, 1907, there were 4,317 Europeans and 14,606 West Indians, a large increase in the "gallego", or European labor, but only a small increase in the negro labor. To maintain this force of laborers, and also to provide the Panama Railroad with a force of 5,000 laborers, 6,899 Europeans and 10,947 West Indians were

brought to the Isthmus during the fiscal year ending June 30, 1907, an average of nearly 1500 men per month.

The total force of skilled and unskilled laborers of the Isthmian Canal Commission and Panama Railroad on June 30, 1906, was 19,600, and June 30, 1907, it was 29,446, an increase of about 10,000 men. During this period 20,884 men were brought to the Isthmus by the Commission from all parts. At the end of October, 1907, the grand total of men employed in all branches was 32,054, the largest force ever on the canal pay roll since the inauguration of the work in 1880. At the present time the force in some smaller, owing to completion of work and reduction of forces in some of the departments.

The Commission's report for 1907 states: "The labor problem is still an unsolved one, but the experiments of the past year with a diversity of races and nationalities has improved the efficiency of the force and promises to make the term of service longer. Tropical labor is migratory, and notwithstanding superior wages, housing and subsistence, there will always be large periodical changes in the individual force. A regular recruiting organization, changed from one labor center to another, will always be necessary to keep a maximum force available."

Feeding the Canal Army.

At the close of the fiscal year, 15 hotels were operated for white Americans, the price per meal being 30 cents. This does not include the Hotel Tivoli, where on account of superior accommodations, higher rates prevail. Eighteen mess halls are operated for Europeans where a day's board is furnished for 40 cents. The stewards and cooks at these messes are usually Europeans and food to which these laborers are acustomed, is served. There are 23 kitchens for West Indian laborers where a day's board is supplied for the sum of 30 cents, and prepared by cooks of their own nationality. The subsistence operations are designed to be only self-sustaining.

The income from hotels during the fiscal year ending June 30, 1907, amounted to $492,694.40; expenditures, $475,967.54, leaving a net profit after deducting an item of $3,755.32 charged to loss account, of $12,971.54. The Washington showed a loss during the year of $820.34, and the Hotel Tivoli, a loss of $6,667.32 since January 1, 1907. The income from kitchens amounted to $525,-632.74; expenditures, $466,247.30, a net profit of $59,-385.44. The average number of meals served during one month was about 1,000,000.

The report of quarters for all classes of employes shows the following: Houses for skilled married employes, 537; houses for skilled bachelor employes, 223; houses for unskilled married employes, 329; houses for unskilled bachelor employes, 528; hotels, 16; mess halls, 19; kitchens, 55; miscellaneous, including offices, club houses, etc., 501, a grand total of 2208.

Redemption of the Isthmus.

In a sketch on Panama, a noted encyclopaedia a few years back made the unqualified statement that "the climate is such that no white man can live there." Everything hygienically evil about the Isthmus has hitherto been charged against the climate. Yellow fever, malaria, and a half-dozen lesser ills formerly common to the isthmian country have all been charged to that same disreputable (?) climate. We, of this day and generation however, have come to know better. The sanitary showing made on the Isthmus since the canal has been in American hands has well nigh disproven all previous surmises, doubts and fears.

The history of the French companies goes to show that in a hygienic way they placed no credence in the well known maxim that "An ounce of prevention is worth a pound of cure." They took care of their sick in a commendable manner after disease had stricken them down, but they made not the slightest provision for preventing sickness.

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At that period it must be said that the mosquito theory relative to the spread of yellow fever and malaria had not become an accepted fact. The inroads made by yellow fever in the ranks of the French employes was taken as the workings of the hand of fate and accepted philosophically. No attention was paid to draining stagnant pools and low places; no safeguard was thrown about dwelling-places of employes in the way of screening; anyone suggesting fumigation would have been laughed to scorn.

The administrative heads of canal affairs under American control foresaw that the first move on the board in order to insure success must be the cleaning up of the canal strip and the cities of Panama and Colon. It therefore behooved them to exercise careful judgment in the selection of a man to put at the head of this important line of operations. That selection resulted in the sending to the Isthmus of "the man who has made good", Col. W. C. Gorgas, who had acquired valuable experience in the Cuban sanitary campaign.

When the sanitary forces first lined up on the Isthmus in 1904, it didn't look such a difficult task. From May to December there were only a few sporadic cases of yellow fever and these were quickly squelched. It looked as if Yellow Jack was going to capitulate his fortress without opposition. But as the employes began streaming to the Isthmus furnishing abundance of suitable raw material for voracious members of the anopheles and stegomyia tribes, a battle royal was begun. And it was a battle

royal. From March to September 1905, the commonest sight on the streets of Panama was some detachment of the fumigation brigade. The city was fumigated in sections once, then again, yet again, and in the fourth and supreme effort there was a general fumigation over the entire city at the same time. Tons upon tons of paper went to plaster up the crevices in the walls of houses, and some of the crevices in some of the houses would easily have admitted the historic barn door. The fumes of sulphur and pyretheum were in constant ascent to the upper air, while all around a Pelee-like aspect prevailed. Those were trying days to the householder. He'd barely recovered from his last dose before men with ladders, buckets and rolls of paper were again besieging his premises.

It was a nip and tuck battle for three or four months in 1905. At one time the outcome might be said to have looked dubious, but the leader of the sanitary forces never wavered in his belief in his theory, and the contest went steadily on. At last toward the end of 1905, results began to be apparent. Sources of infection were destroyed, and on November 11 of that year occurred the last case of yellow fever in Panama. The last case in Colon was reported on May 17, 1906.

The Department of Sanitation of today has a magnificently equipped plant, ramified into every part of the Zone. The two main hospitals at Ancon and Colon are fortified by line hospitals at all the principal settlements along the canal route. In addition, at all these points a dispensary, district physician and sanitary inspection force is maintained. When the writer passed over the railroad early in 1904, the jungle reigned supreme at nearly all the little settlements built up by the French. Now one sees only well-ordered villages with the brush and grass cut away from around them; drainage ditches running in every direction, sidewalks, and in some cases electric lights.

Up to 1907 the lepers and insane were housed at Miraflores, a station on the railroad about six miles from

Panama. During this year the insane were removed to new quarters on the Ancon Hospital site, and the lepers have been segregated at Palo Seco, a point on the bay, west of La Boca. Ancon Hospital possesses a finely-equipped laboratory and all other facilities required for an up-to-date hospital.

The convalescents are nursed back to complete health at Taboga Sanitarium, an institution on Taboga island founded by the French, and afterwards remodeled and enlarged by the Commission. There are two American cemeteries, one at Monkey Hill, or Mount Hope, on the Atlantic side, and the other at the foot of Ancon Hill between La Boca and the Ancon Hospital buildings. The sick are carried in either direction on the railroad each day in hospital cars.

Figures are often dry, but occasionally they are eloquent and speak for themselves. In October, 1884 when the French had 19,234 men on the Isthmus, they lost 161. In 1905, when the Commission and P. R. R. had 19,685 in their employ, they lost but 55. The death rate of the general population of the Canal Zone, and the cities of Panama and Colon in 1905 was 53.78 per thousand; in 1906, 49.10, and of the 1907 fiscal year, 42.08, a steady diminution in mortality, as will be observed. The total deaths from all causes among employes in 1907 numbered 1273, of which 104 were due to accident. The casualty rate was unusually large, due to an increase in the number of railroad and blasting accidents.

The negro employe death rate compared to the whites is 3 to 1. It is apparentefrom this that the white man stands the conditions on the Isthmus just about three times as well as the negro, a statement that would have been flatly contradicted a few years ago. The negro death rate shows a constant decrease however.

The total number of cases of yellow fever reported from May, 1904, to the last case known is 112. Out of this number, fifty were fatal. Pneumonia claims more victims

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than any other disease. Malaria, tuberculosis and typhoid fever follow in the order named. During the 1907 fiscal year, 11,975 persons were treated at Commission hospitals.

In June, and again in August, 1905, single cases of bubonic plague occurred at La Boca. There was no spread. In 1907, a case of yellow fever was taken from one of the boats in the harbor. None of the other passengers exposed became infected.

In August, September and October, 1906, there was not a death among the 6,000 American men, women and children on the Isthmus, a truly remarkable occurrence.

A newcomer on the Isthmus nowadays wonders at the absence of mosquitoes in Panama and Colon and the settled portions of the canal strip. The reason is revealed when it is stated that during the fiscal year 2,736,509 gallons of mosquito oil were sprinkled on the streets and low places.

The quarantine end of the Department of Sanitation is the watchdog of the Isthmus. A rigid inspection is made of passengers and crews on incoming boats, and in case of those touching at infected ports, the passengers are held in detention for five days. The total vaccinations for the 1907 fiscal year reported by this service were 34,589. Total net immigration for the year was 30,545. Number of immigrants rejected, 44. The quarantine station on the Pacific side will be located shortly on the island of Culebra, in Panama Bay.

The longer one remains on the Isthmus, the better inured he becomes to the conditions. This is true in the majority of cases, and is demonstrated by the constantly diminishing average sick rate among the employes. For one while during December, 1907, the average daily hos-

pital admissions were lower than any similar period since sanitary operations have been conducted on the present scale.

THE KING PIN OF THE CANAL.

The true source of the Chagres has never been accurately determined. It has, however, two principal branches, one (the larger) known as the Pequeni, rising in the Cordillera San Blas, which at that point forms the Continental Divide, very close to the Atlantic Coast. The other branch has its origin about twenty miles (by the river), above Alhajuela, at which point the French Canal Company established a gauging station.

Between Alhajuela and the Caribbean, the principal tributaries are the Gatun, Chilibre, Obispo, Gatuncillo and Trinidad, named in the order their of joining the Chagres. In the dry season these may be regarded as negligible, but during rainy months they become tropical torrents, with a volume not to be ignored. None of the tributaries have been followed to their source, with the exception of the Obispo, although the Isthmian Canal Commission has established gauging stations on the Trinidad and Gatuncillo, about eight miles above Gatun.

Few rivers show a greater variation in the amount of discharge at different periods of the year than the Chagres. In the dry season, it is a clear, quietly flowing stream, while during the rainy season it becomes a great river, subject to sudden and violent freshets and floods.

The following table shows the maximum, the minimum and the mean discharges at each of the three principal gauging stations operated by the Isthmian Canal Commission:

A scene on the Chagres River—Panama.
Artistic Adventures of U.S. Army & Marine Service, N. Y. Illustrated

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Name of Station.	Years of Observation	Maximum Discharge in cubic feet per second	Date	Minimum Discharge in cubic feet per second	Date	Mean Yearly Discharge in cubic ft. per sec.
Alhajuela	1899 to date	92,000	12-3-06	240	Apl. 01	2360
Gamboa	1882 to date Except 1889 & some months 1897-1896.	76,000	12-3-06	240	Apl. 01	3046
Bohio	1899 to date	108,000	12-4-06	240	Apl. 01	4603

The gauging station at Gatun was established in May 1907, and while discharges have been measured there since that time, the observations have not been carried on for a sufficient time to permit their use as authoritative. Enough data has been secured however, from measurements made this year, to enable us to compute the discharge at 135 per cent. of that at Bohio.

The following table taken from the revised edition of General Abbot's book "Problems of the Panama Canal" will show the maximum discharge reached in the eight

greatest floods of the Chagres of which there is authentic record.

Date	GAMBOA				BOHIO			
	Max. height above low water in ft.	Discharge in cubic ft. per sec.		Per cent	Max. height above low water in ft.	Discharge in cubic ft. per sec.		Per cent
		Maximum	In 48 hours			Maximum	In 48 hours	
Nov. 1906	22.10	40,075	25,003	62	26.08	46,292	38,738	83
Dec. 1906	35.65	76,006	42,377	56	38.65	108,000	74,371	69
1893	25.33	43,086	27,971	65	28.54	51,100	43,590	85
1890	31.82	65,371	34,752	54	32.15	71,660	51,068	71
1888	31.37	58,132	48,278	83	34.68	79,000	--	--
Nov. 1885	31.50	64,488	43,404	67	33.79	74,800	--	--
Dec. 1885	24.11	44,923	32,421	72	26.41	47,466	--	--
1879*	36.65	78,614	--	--	39.37	112,730	--	--

*Note: The height reached during this flood was recorded only for Bohio; that at Gamboa being calculated by means of the relation which has been found to exist between those two stations by subsequent observations.

The Chagres above Gamboa is a clear mountain stream, and in the dry season the amount of matter carried in suspension is so small that no observations were deemed necessary. However, experiments were made by the Isthmian Canal Commission of 1899-1901 in order to determine the amount of matter carried in suspension during the rainy season, with the following results: At Alhajuela it was found that the matter in suspension was .15 of one per cent. of the total volume of the water, and at Bohio .18 of one per cent.

As the result of a chemical analysis of the water of the Chagres by Dr. Arthur I. Kendall, Acting Chief of the Isthmian Canal Commission Laboratory, collaborating with Ricardo M. Arango, Division Engineer in charge of the hydrographic work of the Commission, it was found that at Gamboa there is an average of 228 parts of solid matter carried in suspension to every million parts of water.

In the course of the Chagres river from the Sierra San Blas, its bed presents varied geologic formations. At its source granite is found and pieces have been washed down, but little is known of the exact character of the country. Above Alhajuela, there is stratified limestone, sometimes white but usually gray, which passes under the sandstone of the lower river. Lower down, between Alha-

juela and Cruces, a compact calcareous sandstone presents itself, containing fossils of the upper Oligocene or Miocene period, while the bed of the river at Gamboa is composed of compact limestone. At Bohio, there is a fine-grained volcanic breccia, and at Gatun a moderately close conglomerate under a brownish, impure calcareous clay, the former containing fossils of the Oligocene age. Between Gatun and Limon Bay, the Chagres passes through a stretch of swampy lowlands reaching almost to the sea, where the river cuts through a range of low hills.

Meteorological Work on the Isthmus.

This work could not be considered as fairly established by the Isthmian Canal Commission until January 1, 1906, when there were in operation two first class meteorological stations,—Ancon and Naos, and twelve rainfall stations,—Cristobal, Gatun, Bohio, Tabernilla, Bas Obispo, Gamboa, Alhajuela, Empire, Culebra, Rio Grande, La Boca and Panama. Of these, the stations at Ancon, Naos, Cristobal, Rio Grande and Bohio were using self-registering instruments. During the year Brazos Brook, Bas Obispo, Empire, Camacho, Culebra and La Boca were supplied with self-registering instruments and Bas Obispo was established as a first class meteorological station. This station is also equipped with an up-to-date evaporation plant, where experiments are being conducted to ascertain the daily, monthly and annual amount of evaporation. The Naos station was discontinued January 1, 1908, and consolidated with Ancon.

During the year 1907, Cristobal was established as a first class meteorological station, and the stations at Alhajuela, Gatun and Bohio equipped with triple registering instruments for recording the wind direction and velocity, sunshine, and rainfall.

There are now in operation on the Canal Zone three first class meteorological stations, at which the following observations are taken: Barometric pressure, temperature,

relative humidity, dew point, vapor pressure, wind direction and velocity, sunshine, cloudiness and rainfall, while at Bas Obispo the evaporation experiments above referred to are conducted; at Ancon on the Pacific, and Cristobal on the Atlantic side of the Isthmus, records of the tides and ocean temperature are taken.

Alhajuela, Bohio and Gatun are recording wind direction and velocity, and rainfall. Brazos Brook, Tabernilla, San Pablo, Gamboa, Empire, Camacho, Culebra, Rio Grande and La Boca are recording only rainfall.

The pressure, temperature, relative humidity, wind direction and velocity, sunshine and rain are recorded hourly, thus showing the hour of the day most affected by these elements.

The mean and annual temperature on the Pacific side is slightly higher than that on the Atlantic side of the Isthmus. The mean temperature for the Canal Zone is about 80 degrees Fah.

The year is divided sharply into two seasons, dry and rainy, the latter lasting from April to December. The heaviest rains usually occur in November.

The precipitation is greatest on the Atlantic Coast, where the mean annual rainfall is 128.19 inches at Cristobal, and least on the Pacific side, where it is 48.43 inches at Naos.

A table giving a synopsis of the climatological data of the Isthmus follows, as also a statement showing the maximum, minimum and mean rainfall at the stations of Cristobal, Gorgona, Culebra and Panama.

The Bureau of Meteorology and River Hydraulics (afterwards raised to a Division), under which all hydrographic and meteorological studies are made, was established June 14, 1905, by former Chief Engineer Wallace. Mr. Ricardo M. Arango, who had served as Consulting Engineer during the installation of the water and sewerage system of Panama has been in charge of the Division since its inception.

SUNSET AND SUNRISE TABLE

1908.		SUNRISE			SUNSET.		
		H.	M.		H.	M.	
Jan.	1	6	16	A. M.	5	52	P. M.
	11	6	19		5	57	
	21	6	21		6	02	
	31	6	21		6	06	
Feb.	10	6	20		6	09	
	20	6	17		6	10	
Mar.	2	6	14		6	11	
	12	6	08		6	11	
	22	6	03		6	11	
Apr.	1	5	57		6	10	
	11	5	52		6	10	
	21	5	48		6	10	
May	1	5	44		6	10	
	11	5	41		6	11	
	21	5	40		6	13	
	31	5	39		6	16	
June	10	5	40		6	18	
	20	5	42		6	21	
	30	5	44		6	23	
July	10	5	46		6	24	
	20	5	49		6	24	
	30	5	51		6	22	
Aug.	9	5	51		6	19	
	19	5	52		6	15	
	29	5	52		6	10	
Sept.	8	5	50		6	05	
	18	5	49		5	59	
	28	5	49		5	53	
Oct.	8	5	48		5	47	
	18	5	48		5	42	
	28	5	49		5	39	
Nov.	7	5	51		5	36	
	17	5	54		5	36	
	27	5	58		5	37	
Dec.	7	6	04		5	40	
	17	6	09		5	44	
	27	6	14		5	49	
1909							
Jan.	6	6	17		5	55	

The above table is in local Panama time and is computed for Lati-

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tude 8 deg., 57 min., and 16 sec. north; longitude 79 deg., 31 min., and 4 sec. west.

Colon is in Latitude 9 deg., 22 min., 16 sec. north; longitude 79 deg., 52 min., and 27 sec. west, the difference between local Colon time and local Panama time being about two minutes. By deducting therefore two minutes from the figures on the above table will give the correct sunrise and sunset time at Colon.

PANAMA'S MORALS IN THE '70S

Things are looking up in morals. We have good authority for stating that a mule was baptized the other day, and now the pleasing intelligence comes from Aspinwall that a five-foot alligator went to church in that quiet and respectable town last Sunday. The donkey had the precedence in the entry into Jerusalem, but his morals were not stated, and for the above ceremony they concluded they would have a good mule, no common donkey, but an orthodox mule or none, so they baptized the candidate and branded him with the sign of the holy cross.—Panama Star & Herald in 1872.

MEAN, MAXIMUM AND MINIMUM RAINFALL AT COLON, GORGONA, CULEBRA, & PANAMA.

STATIONS:	JAN'Y	FEB'Y	MARCH	APRIL	MAY	JUNE	JULY	AUG.	SEP.	OCT.	NOV.	DEC.
COLON:	(37)	(37)	(38)	(37)	(37)	(37)	(36)	(36)	(36)	(37)	(36)	(36)
Mean.	3.99	1.39	1.52	4.31	12.17	13 18	16 49	15.08	12.45	13.84	21.13	12.08
Max.	19 20	6.49	9.17	21.73	23.00	22.00	27.68	25.43	22.99	30.32	43.01	30.94
(Year)	1902	1899	1886	1895	1891	1872	1899	1883	1890	1872	1862	1893
Min.	0.63	0.04	0.02	0.43	1.63	6.41	9.07	5.78	5.35	5 83	7.05	0.94
(Year)	1889	1897	1865	1899	1871	1899	1905	1902	1867	1897	1884	1873
GORGONA:	(5)	(5)	(4)	(5)	(5)	(5)	(5)	(5)	(6)	(5)	(5)	(4)
Mean.	2 52	0.55	0.88	2 66	13 03	8.24	11.86	3.45	13.87	11.90	11.76	5.48
Max.	3.78	2.01	3.31	3.15	25.12	13.54	19.72	12.88	15.98	18.42	17.27	7.91
(Year)	1899	1899	1899	95-1900	1897	1897	1900	1 98	1897	1894	1894	1897
Min.	1.21	0 08	0.00	1.38	5.04	4.00	5.16	8.98	11.25	7 72	7.16	3.94
(Year)	1897	1897	1897-8	1898	1898	1895	1896	1896	1900	1898	1897	1898
CULEBRA:	(19)	(18)	(18)	(18)	(18)	(18)	(17)	(17)	(18)	(18)	(18)	(18)
Mean.	1.84	0.43	0.81	3 83	11.40	9.00	9.04	10.84	10.80	11.05	12 67	7.86
Max.	8.60	2.28	3.03	16.70	32.20	14.90	20.23	17.70	18.18	20 65	24.40	34.60
(Year)	1902	1899	1896	1896	1897	1907	1906	1896	1895	1886	1896	1885
Min.	0.00	6.00	0.00	0.04	6.29	3.95	2.92	5.35	6.22	5.75	6.69	0.35
(Year)	1895	*	**	1907	1884	1903	1888	1885	1906	1888	1899	1900
PANAMA:	(11)	(10)	(10)	(10)	(10)	(10)	(10)	(10)	(10)	(10)	(10)	(10)
Mean.	1.51	0 63	0.99	2.36	8 62	9.00	8.52	6.91	7.91	11.03	11.42	3.09
Max.	5.61	2.52	5.71	5 55	11.22	13.78	15.82	11.46	15.06	20.27	19.21	5.52
(Year)	1899	1879	1879	1879	1900	1881	1900	1880	1901	1900	1879	1906
Min.	0.00	0.00	0.00	0 00	4.44	5.00	4.31	4.05	4.05	4.35	6.46	0.98
(Year)	1882	1900	1882	18.99	1907	1880	1905	1882	1882	1906	1880	1879
	1901		1900-1									

NOTE: Nos. in parentheses denote years of observation. * 1885, 1887, 1900, 1902, 1903, 1904. ** 1885, 1897, 1898, 1900, 1901.

CLIMATOLOGICAL DATA, CANAL ZONE, 1906.

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEP.	OCT.	NOV.	DEC.	MEAN
Pressure	29.86	29.90	29.89	29.86	29.84	29.85	29.83	29.84	29.84	29.85	29.83	29.88	29.86
Maximum Temperature	95	97	96	94	93	89	92	91	92	92	96	90	91.5
Minimum Temperature	71	69	69	71	72	70	71	71	73	71	70	70	70.6
Mean Temperature	81.4	81.4	81.6	82.2	81.8	79.9	79.8	80.2	81.4	80.0	79.8	79.1	80.7
Relative Humidity	90	90	88	86	89	90	92	91	90	87	91	87	89.3
Dew Point	73	72	73	74	76	74	75	74	75	73	74	71	73.7
Wind--Direction	N.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.	N. W.
Wind--Velocity	12	12	12	10	8	6	7	6	6	8	6	10	9
Sunshine--Per Cent	61	67	61	47	49	42	38	41	38	51	32	54	43
Cloudiness--Per Cent	50	56	59	72	74	84	82	78	80	73	86	73	73

While the temperature of Panama is necessarily high and enervating during the day, the nights are comparatively cool and refreshing. The uniformity of temperature prevailing throughout the Isthmus is strikingly illustrated in the record of fifty-six cities and towns situated in widely-scattered parts of the country, some on the Caribbean coast, some on the Pacific coast, and others in the hills in the interior. The coolest town shows a mean temperature of 77 deg. Fahr.; the warmest 81.6 deg. Fahr., the average for the entire number being 79.5 deg. Fahr. The extreme range of temperature nowhere exceeds 35 degrees; the thermometer rarely falls below 68 deg. Fahr , or rises above 95 deg. Fahr., though in Colon 104 deg. Fahr. was registered on one occasion. The humidity is excessive reaching as high as 90 per cent. in the mornings during the rainy season, and 75 per cent. in the afternoons.

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Beyond the Chagres.

The following selection from "Panama Patchwork" is reprinted with the kind permission accorded the publisher, by the author prior to his death At the time the piece was written, the name "Chagres" was hardly one to conjure with. It was associated with deadly fevers, and all manner of things evil. Nowadays the name has lost some of its potency and mysticism, although at the present time, the territory of the upper Chagres is a region practically unknown, and strange as it may seem even the true source of the river, destined to be the great feeder of the canal, is as yet undetermined. The so called "Chagres fever" is nothing more than an aggravated type of malaria.

1. Beyond the Chagres River
Are paths that lead to death---
To the fever's deadly breezes,
To malaria's poisonous breath!
Beyond the tropic foliage,
Where the alligator waits,
Are the mansions of the Devil---
His original estates!

3. Beyond the Chagres River
Lurks the cougar in his lair,
And ten hundred thousand dangers
Hide in the noxious air,
Behind the trembling leaflets,
Beneath the fallen reeds,
Are ever-present perils
Of a million different breeds!

2. Beyond the Chagres River
Are paths fore'er unknown,
With a spider 'neath each pebble,
A scorpion 'neath each stone.
'Tis here the boa-constrictor
His fatal banquet holds,
And to his slimy bosom
His hapless guest enfolds!

4. Beyond the Chagres River
'Tis said---the story's old---
Are paths that lead to mountains
Of purest virgin gold:
But 'tis my firm conviction,
Whatever tales they tell,
That beyond the Chagres River
All paths lead straight to hell!

UNCLE SAM'S ISTHMIAN DOMAIN

The treaty provides that the Canal Zone shall extend from the 3-mile limit in the Atlantic Ocean to the 3-mile limit in the Pacific Ocean and to the distance of five miles on either side of the center line of the canal. By the agreement entered into by Gen. Davis, then Governor of the Canal Zone, and representatives of the Panama Government, on June 15, 1904, the limits of the Zone were provisionally determined with reference to the center line of the sea-level canal projected by the French canal company. In a few localities, where it became necessary in order to settle questions pending, the provisional limits were located and marked, by joint action of the Zone authorities and Panama. When the center line of the lock canal to be built by the United States was located, it became possible to determine and locate the permanent boundary lines of the Zone. Maps were therefore prepared by the Canal Commission showing the proposed permanent boundary lines, and were submitted to the Panama Government, which accepted them. Joint parties under the direction of engineers representing Panama and the United States, were put in the field for the purpose of locating the lines as shown on these maps. The lines which have now been located consist of a succession of tangents, instead of curves as did the provisional boundary lines. It is proposed to mark the intersection of the tangents by concrete monuments, and

where the boundaries intersect streams and roads, by iron pipes. The provisional boundaries of the cities and harbors of Panama and Colon, which are excepted from the Canal Zone by the treaty are still observed, although it is expected that before long the permanent boundary lines of these cities and harbors will be determined, thus definitely settling the question.

The line of demarcation between the Canal Zone and the city of Panama is at present fixed as follows:—

"Beginning at a stake set above high-water mark on the extremity of the Punta Paitilla, on the southerly shore of the Bay of Panama, which point is on the southeastern margin of the harbor of the city of Panama, thence northerly to a stake set near the summit of Cerro Pelado, said cerro (hill) being about one hundred metres to the south of the Savannah road and about eighteen hundred metres to the westward of Caledonia Bridge; thence westerly in a straight line to a stake set on the summit of Cerro Corundú, which is situated on the right bank of the river of the same name, near where said stream is crossed by the road leading from the city ice plant to Corozal; thence in a straight line in a southwesterly direction, crossing the railroad tracks to the La Boca junction, to a stake set at the south-east corner of the tract of land belonging to the United States called La Section, which stake is on the north side of the road leading from Panama to the United States hospital on the slope of Ancon Hill; thence in a straight line across the fields and meadows and passing about one metre to the north of the springhouse known as Chorrillo to a stake about 75 metres to the west of said springhouse, set on the north side of the road leading from Panama to La Boca; thence in a straight line across the La Boca road to a stake set just above high-water mark at the extremity of the point known as the Punta Mala on the southerly shore of Panama Bay and opposite the Island of Gabilan."

All of the area enclosed on three sides by the boundaries above described, and on the fourth side the shore-line of Panama harbor from Punta Mala to Punta Paitilla, constituting the city of Panama, and the harbor adjacent situated between the said headlands or points, are under the jurisdiction of the Republic of Panama. All of that portion of the old municipal district of Panama which is within five statute miles of the centre line, or axis, of the Canal, and which is not included within the city limits above described, has been recognized by mutual agreement of the authorities of the United States and of those of Panama as

belonging to the jurisdiction of the United States. The islands of Naos, Perico, Flamenco, Culebra, Tortola and Changarni are in the Canal Zone, while the islands of Taboga and Taboguilla are under the sole jurisdiction of Panama.

The provisional boundary lines of the city and harbor of Colon is as follows:—

"Beginning at a stake situated at low water mark on the northern shore of Boca Chica, or Folks River, at a point 50 metres to the eastward of the centre line of the main track of the Panama Railroad, near where said railroad enters upon the causeway crossing said Boca Chica toward the south, thence in a curved line, always parallel to the centre line of the main track of the Panama Railroad, going toward the city of Colon and always at the uniform distance of 50 metres from said centre line, to a point where the said curved line parallel with the railroad track shall intersect the centre line of 'E' Street, sometimes called Bolivar Street, city of Colon; thence, following said centre line of Bolivar Street, northerly to the intersection thereof with the centre line of Eleventh Street in the said City of Colon; thence in the centre line of said Eleventh Street westerly to the shore of Limon Bay; thence, following the low water level of Limon Bay, along the shore line of La Terre Plein to a point on said shore line, at low water mark of the same directly west of the monument of Christopher Columbus now standing on the western extremity of said Terre Plein; thence in a straight line due west across Limon Bay to the westerly shore thereof: thence northerly, following the low-water shore line of Limon Bay, to Toro Lighthouse; thence in a straight line easterly to the lighthouse on the westerly corner or extremity of Manzanillo Island; thence easterly, southerly, and westerly, always following the low-water shore-line of Manzanillo Island, washed or bounded by Manzanillo Bay, Boca Grande, and Boca Chica, which is sometimes called Folks River, to the stake above described, at the point of beginning of this boundary on the shore of said Boca Chica."

"The lands and waters enclosed by the boundaries above described, excepting the present lighthouse, on the westerly point of Manzanillo Island together with its site one hundred metres in diameter bounded by a circle of which the lighthouse is the centre, and excepting also, an area through the harbor of Colon, extending from the southern margin thereof along the exit of the Channel entrance to the canal, measured three hundred and thirty metres wide on each side from the said central axis, to where said channel shall terminate beyond the harbor of Colon in the Caribbean Sea, constitute the city and harbor of Colon, under the jurisdiction of the Republic of Panama."

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In September, 1904, the Canal Zone was divided into five municipal districts, and a local municipal organization on the order of the usual city government plan was established in each district. While the officials were appointed by the Governor, it was purposed to have the municipalities self-governing as far as possible. As very few of the more intelligent citizens of that part of the Isthmus embodied in the canal strip live outside the cities of Panama and Colon, and as Americans and others, not citizens of Panama living in the Zone are almost all employed by the Canal Commission, the practice developed of appointing Americans to municipal positions. This was contrary to the idea of self-government, and on April 15, 1907, the municipal organizations were abolished by Executive order of the President, and four administrative districts were created in their stead. District tax collectors were appointed, municipal judges gave way to district judges, and the Commission was clothed with authority to enact ordinances on subjects previously legislated by the municipal councils. The four administrative districts at present are Ancon, Empire, Gorgona and Cristobal.

The granting of liquor licenses in the Zone is directly under the control of the Commission and saloons are only allowed at certain points. The annual license is $1,200, U. S. currency. Thirty-four saloons are now operating within the limits of the Zone.

The number of agricultural leases in the Canal Zone during the fiscal year of 1907 has decreased, instead of increased, as was expected. The reason for this is not apparent, unless it is that the returns from agricultural ventures are slow, and require an amount of capital which the small investor who would engage in independent pursuits in the tropics is not prepared to furnish; doubtless, it is also partly due to the fact that remunerative employment can always be secured on the canal works. The reduction in the number of leases has also been due to some extent to the cancellation of leases on watersheds, draining into reservoirs which furnish the water supply for towns and villages on the Isthmus. Three watersheds have been entirely cleared of human habitation, and no leases are now made in the vicinity of reservoirs without reference to the Sanitary Department for approval as to location.

In view of the fact that many roads and trails have been opened in the administrative districts of Ancon, Emperador and Gorgona, there is every reason to believe that the number of agricultural leases will increase during the present fiscal year, as there is now available a large amount of valuable agricultural land which has hitherto been inaccessible. The total number of leases for building lots in force on June 30, 1907, was 479, and for agricultural lands, 83; the leases for agricultural lands covering 344 hectares of land. About 52 square miles of land in the Zone was purchased by the United States from the New Panama Canal Company, and about 189 square miles was acquired from Panama under the treaty. Much of this land will be required for canal construction purposes, and a large part of it will be submerged by the lakes formed by the canal.

The authority for leasing this land is found in the Act of Congress approved July 28, 1892, authorizing the Secretary of War to lease, for a period not exceeding five years and revocable at any time, property of the United States under his control, and not required for public use.

The land laws of the United States do not apply to the Canal Zone, and the land laws of Panama in force in the Zone at the time of its cession to the United States are not applicable to the conditions in the Zone. "It is believed," says Governor Blackburn in his official report, "that as soon as it is possible to determine with reasonable certainty the lands that will be required for canal purposes on the Isthmus, the remaining lands should be opened to cultivation and settlement under some arrangement that will assure permanent tenure to persons desiring to secure it. A great deal of public land in the Canal Zone is occupied by squatters, who have been on the land for many years, without legal right. These persons are not disturbed except where their occupation of the land interferes with the canal work. Considerable land in the Zone claimed by private persons, is, it is believed, actually public land. The titles to such land will be adjudicated in the courts. The new Code of Civil Procedure provides a simple method of testing titles in such cases."

The ownership of land in the Canal Zone is as follows:

Owned by the United States, by purchase from the New Panama Canal Company	52.11 sq. miles
Owned by the United States, by condemnation and purchase, since the provisional delimitation of the Zone	3.01 sq miles
Public land held by the United States by cession from Panama under the treaty	188.91 sq. miles
Owned by the Panama Railroad by cession from Colombia and purchase from private owners	68.12 sq. miles
Owned by private persons	136.22 sq miles
Total	448.37 sq. miles

Canal Zone revenues have always exceeded the expenditures. These revenues are derived principally from real estate taxation, real estate rentals, fines and costs, and liquor licenses. The following table shows receipts from

these sources, and also total receipts and expenditures for the fiscal years, 1905, 1906, and 1907:—

	1905	1906	1907.
Real estate	$ 6,576.37	$ 15,220.51	$ 5,372.51.
Fines and costs ..	15,390. 2	30,767.30	35,561.16.
Liquor licenses ..	48,632. 0	92,060.92	95,765.40.
Rentals ..	2,287.79	15,306.97	13,802.90.
Total receipts ..	114,740.17	224,729.39	230,954.27.
Total expenditures ..	47,486.12	141,384.95	173,112.13.

The above amounts are all in Panama silver.

TEACHING CANAL ZONE YOUTH.

The Isthmian Canal Commission authorized the establishment of a school system in 1904, but the pressure of other work prevented any action being taken under this authorization beyond the compilation of a census of children of school age, until December, 1905. At that time a Superintendent of Schools was appointed for the Canal Zone, and preliminary steps were taken toward opening of free schools, of primary grade and simple curriculum. The first free public school in the Canal Zone was opened at Corozal on Jan. 2, 1906. At the close of the term ending Sept. 30, 1906, there were 30 schools with an enrollment of 1796 pupils, and an average daily attendance of 1237. In March, 1907, there were 28 schools in operation. The total enrollment was 1724, and the average daily attendance 1227.

Under date of June 11, 1907, the I. C. C. adopted a resolution prescribing the length of the school year, and fixing the salaries of teachers. The public school term under this resolution now extends from September 30 to June 1, with the following intermissions, Sunday and Saturday of each week; Thanksgiving day and the Friday following; from

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December 21st to Jan. 5th inc., Washington's Birthday, the week preceding Easter Sunday. and Decoration Day, May 30.

The schools reopened October 1, 1907, with 24 in operation. The schools for white children are located at La Boca, Ancon, Pedro Miguel, Paraiso, Culebra, Empire, Las Cascadas, Gorgona, Gatun, and Cristobal. The schools for colored children have been established at La Boca, Las Sabanas, Paraiso, Culebra, Empire, Matachin, Cruces, Gorgona, Tabernilla, Bohio, Gatun, Mount Hope, Cristobal and Playa de Flor. It is intended to open schools at Pedro Miguel, Las Cascadas, San Pablo, Bas Obispo, Frijoles, and Majagual. Nineteen teachers are employed in the schools for white children, and three white and fifteen colored teachers in the schools for colored children. The white teachers come from the following localities: One from Alabama, one from Indiana, one from Iowa, one from Kansas, one from Massachusetts, three from Michigan, one from Mississippi, one from Missouri, one from Montana, two from Nebraska, one from New Mexico, two from New York, two from Pensylvania, two from Virginia, and one from Panama. All are females, with one exception. The salaries of the teachers are $60, $90 and $110 per month, U. S. currency for nine months in the year.

Teachers for the white schools have been carefully selected from the many applications for appointment, preference being given to those with normal school training and pre-

vious experience in the United States. All but four of the teachers employed for the white schools have had such experience.

The colored schools are in charge of the most efficient native and West Indian teachers that it is possible to attract to the service, and some delay has been experienced in opening these schools by the reason of the difficulty in securing properly qualified colored teachers. All of the colored teachers are from the West Indies or Panama.

The enrollment of pupils in the white schools for November, 1907, was 387; average daily attendance, 311. Enrollment in colored schools, 1079; average daily attendance 730.

The schools are divided into eight grades, in conformity with the similar organization of elementary schools in the United States. The curriculum includes reading, writing, spelling, grammar, geography, elementary physiology and free-hand drawing. In addition to the instruction in these subjects, English-speaking children are taught Spanish, and Spanish-speaking children are taught English. For white children who are too far advanced for the elementary grades, it is intended to organize high school classes at Culebra and Cristobal, in which instruction will be given in algebra, geometry, Latin, Spanish, botany, physical geography, general history, rhetoric and biology.

Children whose parents are employed by the Isthmian Canal Commission, or by the Panama Railroad Company, living at stations at which no school has been established are furnished free transportation on the Panama Railroad to the nearest station at which there is a school. Children of parents who are not employed by the Isthmian Canal Commission, or the Panama Railroad Company and are not residents of the Canal Zone, are admitted to the elementary grades wherever local conditions will permit upon payment of a tuition fee of $2.00 gold per month, and to the high school grades upon payment of $4.00 gold per month. All necessary material, including books, pencils, pens and paper,

are furnished to the children free of charge. No expense is to be incurred by children of the Canal Zone attending the schools, except a nominal charge for the mutilation or loss of books or other property resulting from the pupil's carelessness or negligence.

It is the aim of the Division of Schools to provide for the children of American parents, instruction similar to that which they would receive in the public schools of the United States, in order that they may not be handicapped by reason of their temporary residence on the Isthmus, and to provide for native children resident within the Zone and children of the Commission's West Indian laborers such schooling as they might obtain in the Republic of Panama, or in their native islands. Mr. David C. O'Connor is Superintendent of Canal Zone Schools.

THE ISTHMIAN WATER SUPPLY.

When the United States took over the canal the crying need in the cities of Panama and Colon was an adequate water supply. The inhabitants were dependent on the rains during the *invierno*, or wet season, and on the street water peddlers during the *verano*, or dry season. Nearly all the houses were provided with tanks, and during the rainy season it was an easy matter to keep them filled, but a month or so after the appearance of dry weather these were of no further use, and the people had to resort to the *aguadores*. The luxury of a daily bath could only be compassed by the well-to-do, while the writer once noticed the same amount of water performing the following functions: First, used to wash the childrens' faces; second, used to wash out some articles of wear; third, used to

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scrub the stone floor of the habitation; fourth and lastly, used to wash off the side walk in front.

When the Commission first grappled the subject, it was proposed to construct a dam and reservoir on the Juan Diaz, a clear mountain stream about fifteen miles from Panama, but off the line of railroad. The Panama Government was largely in favor of this plan. On account of its accessibility, the plan of building a reservoir at Rio Grande Superior to supply the city of Panama, and intermediate points was ultimately adopted. A division was organized for this work and a corps of men sent down in July, 1904, in charge of Carleton E. Davis. The department was then known as the Division of Water Works and Sewers, afterwards Water Works, Sewers and Roads, and at the present time Division of Municipal Engineering.

Water was promised the people of Panama on the Fourth of July, 1905, and the promise was fulfilled. The occasion was appropriately celebrated, the local fire department turning out and making a test of the different hydrants. The work of paving and sewering the cities of Panama and Colon was carried out by this department, operations having practically been brought to a close on November 1, 1907.

The Rio Grande reservoir which supplies Panama and points between lies directly on the railroad ten miles from the city. Its original capacity was 396,000,000 gallons, but during the prolonged dry season of 1907, the consumption was so great as to require an increased stor-

age supply. The reservoir has recently been enlarged to hold 521,000,000 gallons. The water is conveyed through a 16-inch main to another reservoir at Ancon, where it is filtered and distributed through the city mains. The water at times has a disagreeable odor and taste, but several analyses have been made by experts who state that the quality of the water compares favorably with that furnished Washington, Baltimore, Kansas City, and other places. The objectionable odor and taste is said to be due to the amount of harmless motile crustacea found in the waters of all tropical countries. There is a good deal of fine silt held in suspension, and it is advisable to boil the water before using for drinking purposes. The average daily consumption of water in Panama during November, 1907, was 775,367 gallons, as compared with 788,039 gallons in November, 1906. This shows a small falling off notwithstanding the fact that in November, 1906, there were only 625 connections compared with 1843 connections in November, 1907. The economy in consumption is wholly due to the installation of meters.

The district from Empire to Bas Obispo inclusive is supplied by the Camacho reservoir, with a capacity of 256,000,000 gallons. Gorgona, Matachin, Juan Grande and Mamei are supplied from a reservoir of 85,000,000 gallon capacity. The cities of Colon and Cristobal are furnished from the Brazos Brook reservoir, the capacity of which has recently been increased to 548,165,000 gallons. The normal average daily consumption in Colon is between 400,000 and 500,000 gallons.

On November 1, 1907, there had been laid in the city of Panama 11.30 miles of water pipe of various sizes, 5.12 miles in the city of Colon and 42.80 miles in the Canal Zone, making a total of 59.22 miles. During the same period there had been laid in the city of Panama 17.40 miles of sewer pipe, in Colon 5.80 miles, and in the Canal Zone 29.15 miles, a total of 52 35. In Panama 1,843 house connections had been made and in Colon 849.

Fire Department celebrating the Inauguration of the American water system in Panama, July 4th 1907.
Admiral Stevens & U.S.S. Ohio Group. Identity Service, J. Blackwell.

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Steamers to be put in the service this year.

There had been 134 fire hydrants placed in Panama and 54 in Colon.

During the same period there had been laid in Panama 5.12 miles of brick pavements comprising 63,764 square yards, in streets ranging in width from 13 to 35 feet; 3.03 miles of concrete and macadam pavements, comprising 67,625 square yards, in streets ranging in width from 8 to 30 feet; and 10.4 miles of curbing had been placed. In Colon 2,721 lineal feet of brick pavement, comprising 6,410 square yards, had been laid; 3.24 miles of macadam pavements, comprising 39,603 square yards, in streets ranging in width from 14 to 44 feet, and 7.3 miles of curb and gutters had been installed.

The fire protection furnished to the cities of Panama and Colon is equal to that supplied to cities of similar size anywhere in the world

Several roads have been constructed by this Division throughout the Zone, the principal ones being as follows: Road from Panama to Las Sabanas, which is about four miles in length; from Panama to La Boca, about three miles; a complete system of roads around the Hotel Tivoli and Ancon section; all necessary highways at Culebra, Empire, Las Cascadas, Bas Obispo, Gorgona, Pedro Miguel, and a road from Mount Hope to Cristobal.

This division is under Commissioner Rousseau, and under the direct supervision of Division Engineer J. G. Holcombe.

Public Works.

In November, 1906, the position of Water Commissioner was created which was changed to Superintendent of Public Works on March 1, 1907, when the water and sewer systems were turned over to that department. The work of this office includes the maintenance and operation of the water and sewer systems and paving of the cities of Panama and Colon; the collection of water rents from private parties supplied with water from the water systems constructed for Commission purposes in the Zone; the inspection of plumbing in Commission buildings in the Zone; the construction of roads and trails and other improvements in the Zone; the operation and maintenance of slaughter houses and markets in the Zone, street lighting and maintenance of public buildings.

During the dry season extending from December, 1906, to May, 1907, 37.31 miles of roads were constructed in the Zone. These included a 7-mile trail from Panama City into the Zone, following the old Cruces trail; a 5-mile trail from Pedro Miguel to Arraijan; a trail from Empire toward Chorrera; a trail from Bas Obispo toward Cruces; a macadamized road from Culebra to Empire; a trail from Empire to Gorgona, and a 3-mile trail from Mount Hope to the interior of the district of Cristobal.

The present Superintendent of Public Works is Mr. George L. Campen.

REVENUE END OF THE ZONE.

Canal Zone Customs.

The Canal Zone is divided into two customs districts known as Ancon and Cristobal, with the ports of Ancon on the Pacific side, and Cristobal on

the Atlantic side. The steamship lines entering the port of Ancon are the Pacific Steam Navigation Company, Compania Sud-Americana de Vapores and the Pacific Mail Steamship Company. The first two companies run a regular passenger and freight service between Ancon and Valparaiso. The Panama Railroad Steamship Line runs a regular passenger and freight service between Cristobal and New York, and in addition there are many freight boats bringing coal and various other supplies to the Isthmus for the Canal Commission or for other consignees. No duties, tolls or charges of any kind whatever are imposed by the United States on vessels entering the ports of Ancon and Cristobal, and no collections are made by the Panamanian customs authorities on materials or supplies for the use of the Canal Commission, or the Panama Railroad, in accordance with what is known as the Taft agreement, under Executive order of December 3, 1904.

Canal Zone Internal Revenue The internal revenue of the Canal Zone is from the distillation of native rum. There are about 12 distilleries situated in the Canal Zone, and these work about fifteen days every two months. The charge for distillation is in accordance with the laws of the Republic of Panama, which charges $12.00 per month per litre for a continuous apparatus, and $6.00 per month per litre for a simple apparatus. During the year 1906, there was collected from this source $7,026.75; for the first there quarters of 1907, ending September 30, there was collected $2,987.88.

Canal Zone Lands and Buildings This Division has to do with the lands and buildings belonging to the Isthmian Canal Commission within the Canal Zone, and the renting of agricultural and building lots to private concerns or individuals. The price for the rental of agricultural lands is $3.00 per hectare per annum, a hectare being about two

A. ENSENAT

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and two-fifths acres. The charge for the rental of building lots varies in accordance with the desirability of location, and the village in which the lot is situated. The amount collected during 1906 for land rent, was $8,597.29; for building rent, $318.95; for the first three quarters of 1907, ending September 30, land rent, $6,653.20; building rent, $427.25.

Canal Zone Posts

The Postal Division has seventeen post-offices, as follows: Aneon, Station A. Ancon, Corozal, Bohio, Bas Obispo, Culebra, Cristobal, Empire, Gatun, Gorgona, La Boca, Las Cascadas, Matachin, Paraiso, Pedro Miguel, San Pablo, and Tabernilla. There are in this service one director of posts, fifty gold, and twenty silver employes. Registry and money order systems have been installed in every post-office, and direct service is being given to all points, both foreign and domestic. The money order business was established in June, 1906, and has been on a steady increase from its inception. The money orders issued payable in the Canal Zone and other points will reach a monthly sum of $350,000.00. Postage sales for the calendar year of 1906, amounted to $42,197.04, for the calendar year ending December 31, 1907, to $67,559.77. In accordance with Executive order of December 3, 1904, the stamps used in the Canal Zone postal service are stamps of the Republic of Panama surcharged with the words "Canal Zone," which stamps are

U.S. Post Office and canal offices—Cristobal, Panama.
Bottom illustration is P.S.S. Line Agency & Advertising Service of Steamship

purchased of the authorities of the Republic of Panama at 40 per cent. of their value. During the year 1906, there were registered in the Zone 75,218 domestic and foreign letters and parcels. During the period January 1, 1907, to June 30, 1907, there were registered 53,600 domestic and foreign letters and parcels.

The entire revenues collected by the Revenue department during the calendar year 1907, amounted to $186,644.64 divided as follows:

Distillation tax	$ 3,770 68
Land rents	9,653.05
Building rents	1,706.75
Liquor licenses	40,800.00
Administrative districts	75,051.35
Money order fees	15,126.95
Postal sales $67,559.77 net Zone Revenues 60 per cent.	40,535.86
Total Zone revenues	$186,644.64

Administration of Estates

The Collector of Revenues, is *ex-officio* Administrator of Estates and administers on estates of deceased American employes of the Isthmian Canal Commission and of the Panama Railroad Company whose estate do not exceed $500 gold.

The Division of Revenues, Customs Posts and Lands is under the supervision of Col. Tom. M. Cooke, with headquarters at Ancon. The deputy collectors are Mr. H. A. Gudger, Ancon, and Mr. E. L. Baker, Cristobal.

THE GUARDIANS OF THE ZONE.

The Police Department was organized in May, 1904, after the taking over of the Canal Zone by the Americans. It has jurisdiction over and covers the entire

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BAS OBISPO, CANAL ZONE.

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Within Easy Distance of Railroad Station.

Zone from Cristobal to Ancon and La Boca inclusive, as well as the islands belonging to the Zone.

The headquarters of Zone police is located at Ancon, C. Z., as is also the residence of the Chief of Police. The present Chief of Police, who is also Marshal of the Canal Zone, Warden of the Zone Penitentiary, and Coroner of the Canal Zone, is Capt. Geo. R. Shanton. The Chief Clerk of the Department is D. E. McDonald, who is in charge of Police Headquarters during the absence of the Chief of Police.

The strength of the force is 200 officers and men, who are about equally distributed throughout the different districts of the Canal Zone, the principal stations being located at Ancon, Las Sabanas, La Boca, Pedro Miguel, Paraiso, Culebra, Empire, Las Cascadas, Bas Obispo, Gorgona, Tabernilla, Bohio, Gatun and Cristobal.

Each of the above stations is supplied with a jail, and a majority of them have a number of outposts gov-

Police Station and Jail at Cristobal—Panama.

Isthmian-American & P.R.R. Ans Agency & Advertising Bureau. A Blankenehl.

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Gran Depurativo Universal para el Reumatismo y Enfermedades de la Piel.
DE VENTA EN LA
FARMACIA CENTRAL, Manuel Espinosa B., Avenida Central, No. 130.

erned by the main stations, all stations being in immediate charge of a lieutenant or sergeant, who is required to report daily to Police Headquarters. All stations and outposts are also immediately connected with Police Headquarters by telegraph and telephone.

The present strength of the force is one chief of police, one chief clerk, six clerks, one first lieutenant, one second lieutenant, twelve sergeants, twenty corporals, 80 first class policemen, all of whom are white, and eighty colored policemen.

The uniform worn by the white officers is khaki, with regulation campaign hat; that worn by the colored officers is khaki, with khaki helmet. The side-arms used are the regulation policeman's club, and regulation 38 Colt pistol.

Nearly all of the first class police officers—corporals, sergeants and lieutenants—are ex-police officers with good records in the States, or are military men with excellent records and credentials from the United States Army.

The Zone penitentiary is located at Culebra, C. Z., where all criminals who are sentenced to the penitentiary are incarcerated.

The headquarters of the penitentiary is at Ancon, as the Warden, as stated above, occupies the dual position of Warden and Chief of Police.

The average number of prisoners in the Zone Penitentiary is about 65.

The offices of Coroner and Marshal of the Canal Zone also come under the head of the Police Department, and the headquarters of these offices is also located at Police Headquarters, Ancon.

All police officers in command of stations are, by virtue of their position, deputy marshals and deputy coroners, and report direct to Police Headquarters, Ancon.

THE PEARL INDUSTRY OF PANAMA.

For many, many years prior to the advent of the Conquistadores, the Pearl Islands (Islas de las Perlas), were known and exploited for the rich pearls that abounded in the shoal waters off the shore. These islands constitute an archipelago and lie well out in the Bay of Panama, about ninety miles from Panama City. There are in the neighborhood of 16 islands and 100 islets in the group, the largest of which is the Isla del Rey. San Miguel, the only town of consequence in the archipelago is located on this island.

The pearl fisheries have been worked more or less vigorously ever since the Spanish occupation, and thousands upon thousands of beautiful gems have been brought to light. At the present time the grounds are not so prolific, and it is only now and then that a pearl of exceptional value is discovered. The pearls found in these islands are credited with having a superior brilliancy of lustre, and range in value all the way from $2 to $2,000.

The fishing is done almost entirely by negroes who live on the islands and dive for the pearls in the most primitive fashion. The usual method of fishing is as follows:—Upon reaching the banks which lie from fifteen to eighteen fathoms under water, the diver ties a rope about his body, and with a small weight attached to his person to facilitate sinking, plunges out of the boat straight to the bottom. Landing in the oyster bed, he seizes and

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tucks one oyster under his arm, and holding one in each hand with occasionally one in his mouth, he ascends rapidly to the surface to regain breath. Half a minute is usually consumed in the operation.

The results are often very discouraging. Sometimes upwards of 1,000 oysters are opened before a pearl of value is found. In early Spanish times, slaves were impressed into the service, and many lost their lives from sharks and mantas that infest these waters. The manta is a flat fish of great size which wraps its fins about the object it seizes upon, and crushes it to death. Octopuses are also found in the vicinity of these waters. This element of risk makes the avocation of a pearl-diver anything but a pleasant one. The divers usually carry knives for protection, but notwithstanding this precaution, they often lose their lives. Most of the diving is done in the rainy season, that is from May to December, as during the other months of the year the temperature of the water changes, and on account of its coolness, the diver dislikes to go down. Pearl shells are also quite valuable and tons are shipped to the United States and Europe to be made up in buttons and buckles. The Panama Government exacts a license from those engaged in the pearl industry. The life of the mollusc is only nine or ten years, and it is not until the fourth year that the pearl, formed of accretions, begins to develop.

At the time of the Conquest, pearls were held in great estimation by natives in various parts of the New World. Hernando de Soto found them in Florida where they were used to ornament the tombs of the Indian princes. Gomara mentions that before Cortez made his triumphal entry into Mexico, he was presented by Montezuma with a magnificent necklace of pearls and precious stones. This necklace was afterwards given by Cortez to Emperor Charles V. Garcillaso records that the Incas of Peru set a great value on pearls, but the laws of Manco-Capac prohibited the natives from exercising the trade of diver on account of the great risk involved.

Humboldt describes the statue of a Mexican priestess in basalt, whose head-dress, resembling the calantica of Isis, was lavishly ornamented with pearls. Las Casas and Benzoni have related, not without some exaggeration, the cruelties practiced on the Indian and negro slaves employed in the pearl industry. Pearls early came into demand by the inhabitants of Southern Europe, and were introduced in diametrically opposite directions. The Paleologi of Constantinople wore garments covered with strings of pearls, while the Moorish kings of Granada in Spain displayed them in profusion. The pearls of the West Indies were preferred to those of the East Indies.

The islands of Margarita, Cubagua, Coche and Punta Araya off the Spanish Main, the mouth of the Rio Hacha in Colombia, and the islands in the Bay of Panama were as celebrated in the sixteenth century as was the Persian Gulf, and the Island of Tarprobane with the ancients. The first Spaniard who landed on Tierra Firme, one of the early names given to the Isthmus, found the Indians decked out with pearl necklaces and bracelets. Shortly after the adventurers from the Old World began flocking to the Americas, the traffic in pearls grew amazingly. Acosta tells us that in 1587, six hundred and ninety-seven pounds of pearls were imported into Spain from its Western possessions. Those of the greatest size and beauty

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amounting to some eleven pounds were set aside for the monarch, Philip II.

The diving operations at that period were under the charge of an overseer, or Armador. As fast as they were brought up from the ocean's bed, a division was made, two oysters going to the Armador, two to the diver, while the fifth was apportioned to the King. Those of the Armador were opened first, and he had to use the utmost vigilance for the diver had a knack of swallowing the most valuable pearl along with the live oyster which he threw into his mouth with a dexterity defying detection. After the Armador's, the king's fifth was opened, and lastly the diver's share. All the pearls collected were then deposited in one pile, the Armador generally taking the diver's share for debts owing him. Notwithstanding the precautions taken, the divers usually managed to reserve some to trade for liquor, cigars and knick-knacks.

The use of the diving bell in connection with the pearl industry has been tried on several occasions, but without signal success.

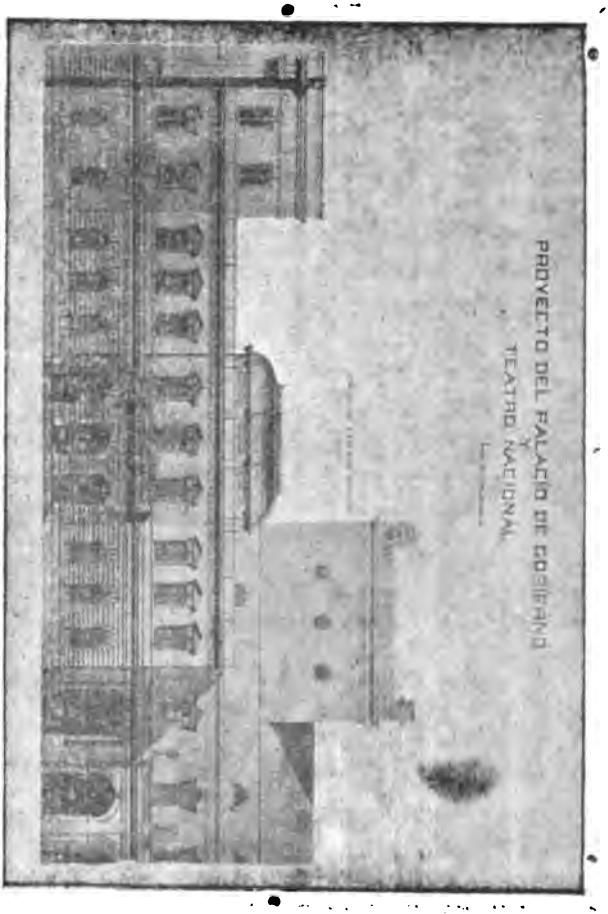
THE NEW PALACE AND THEATRE.

The most imposing edifice in the Republic of Panama is the new Government Palace and National Theatre, which occupies a beautiful site on the bay front, covering the area of one block between Central Avenue and Avenue B. The palace fronts on Central Avenue, and the theatre on Avenue B.

The structure was commenced in November, 1905, and will be finished in the early part of 1908. The estimated cost at completion is $600.000 gold. The dimensions of the building are approximately 280 by 164 feet. The architectural style is patterned after the Italian Renaissance.

The principal rooms in the palace are the President's office, reception hall and parlor, private living rooms, offices of the Secretaries and their staff of employes, hall of Congress, and rooms of the National Treasury. All the rooms will be handsomely finished and furnished.

The theatre will have a seating capacity of 1,100. and a total seating and standing capacity of about 1,600. The interior construction is of stone and iron. and the building is absolutely fireproof. The stage is of magnificent size, and will accommodate the largest companies now traveling. The stage settings and equipment, including the metal curtain are of the latest and most approved design. The curtain, as well as the decorative effects on the ceiling and foyer were painted by the well known artist, Mr. Robert Lewis, a citizen of Panama, but who has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spent many years at Paris in the interest of his work. The seats are of special design, the work of the celebrated Bordalli of Italy. Italian talent was also brought into play in connection with the painting of the stage scenery, the services of Prof. Agostini, a master of this art, having been secured for the purpose.

The matter has been broached of working up a regular theatre circuit for the west coast cities of South America. Should this come to pass, Panama will be represented in it, and the theatre-going public treated to the best operas and plays touring the Americas. In view of the long jumps that have to be made some governments of South America grant a small subsidy to prominent theatrical companies, and in this way secure some exceptionally fine talent. The fact however, that Panama has an up-to-date playhouse will furnish inducement to many of these companies who have not heretofore included the Isthmian capital in their itineraries.

The building was designed by Mr. G. N. Ruggieri of Panama, and constructed under the supervision of Mr. F. H. Arosemena. The contractors were Messrs. J. Gabriel Duque and Ramon Arias jr. The decorative painter was Mr. Enrico Conrado. The builders are to be complimented on the excellence of their work, which will stand as a lasting monument to their efforts.

THE PAN-AMERICAN RAILROAD.

But for the untimely death of that far-seeing statesman, James G. Blaine, the Pan-American Railway would doubtless now be an accomplished fact. The scheme, if not born in his brain, was certainly fathered by Mr. Blaine from the moment he became Secretary of State. Mr. A. J. Cassatt, former president of the Pennsylvania Railroad, was made chairman of the first committee from the various American republics, and all went well until death called the prime mover. After Mr. Blaine's death and during the Cleveland administrations, the Pan-American Railway fell into innocuous desuetude, and not until a little over two years ago, when Andrew Carnegie offered to finance the undertaking, did it come to life again.

Mr. Carnegie provided the money to send commissioners to consult with the various South American republics interested, and the amount necessary to correct the surveys made by the United States Government during Mr. Blaine's hour of influence. Since Mr. Carnegie made his generous offer, there has been considerable shaking up of dry bone railway projects in South America. Both the railways of Argentina, ending at Bahia Blanca, and those of Chile terminating at Valdivia, have mooted new pro-

jects for extending the South American railway system southward toward the Straits of Magellan and Cape Horn. About the Straits gold and coal abound, and with the ever-increasing tide of immigration, the temperate countries of South America find that it pays to open up new lands by the building of railroads. Argentina is now covered with a network of steel, while new projects are ever forming. A trunk line extends from Buenos Ayres to Huanuco on the border of Bolivia, where contractors are at work connecting the Trans-Bolivian railway with the Argentina railways to the south, and at the same time building northward to the Peruvian railway that is slowly making its way through that country. But there is a gap of one thousand miles between Cuzco in Peru and Guayaquil in Ecuador which for the entire distance is practically untraversed by iron rails. From Guayaquil to Quito, an American syndicate is just completing a modern railway above the clouds that may ultimately be extended to the Colombian border. There is another thousand mile gap between Quito and San José in Costa Rica, extending through the Isthmus of Panama. Within the past year, one or two applications for railroad concessions in Panama have been made, but terms could not be agreed upon. From Lake Nicaragua to southern Mexico there is still another stretch of one thousand miles as yet devoid of railway facilities. From the vicinity of Tehuantepec however, there is not a break, and the run to New York City may be made in four days by express train. The Tehuantepec Railway is completed, the U. S. Government is digging the Panama Canal, and Central American railway schemes are hatched almost daily; in fact, a powerful corporation has already practically obtained a monopoly for railroad construction in Costa Rica, the intention being to build a line that in time will form a connecting link in the Pan-American system.

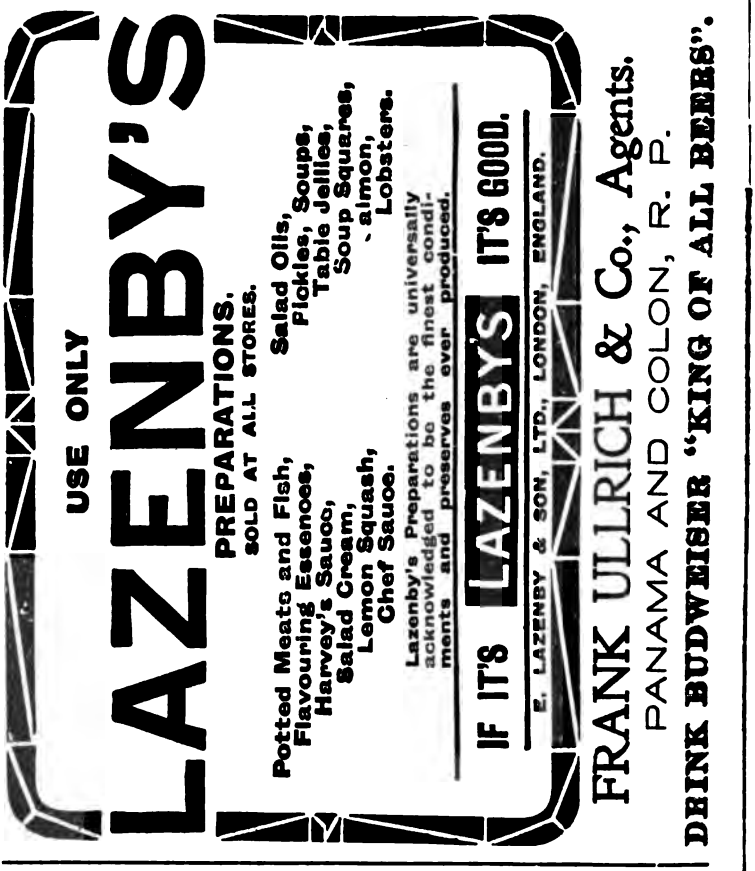
When the United States extended its network of railways into Mexico, the commerce of that country was

diverted from Europe until to-day two-thirds of the trade with Mexico is with the great republic of the north. Every year the United States sends goods of greater value to Mexico; Central America and Panama than the total of the entire exports to South America, which amounts to but a scant $50,000,000. Mr. Carnegie believes that commerce follows the locomotive, and therefore he has promised that commercial drummers will be able to scour the South American continent inside of ten years via. the Pan-American Railway and its ramifications.

It is a great contract for one man to undertake the building of a railway, much of which must be above the clouds. Never before has man encountered such engineering difficulties as those that confront the builders of the Andean lines; not even in constructing railways in the Himalayas of India have such stupendous obstacles presented themselves. The lowest trans-continental passes in the Andes are higher than the summit of Mont Blanc. Only slow-working natives will be able to labor in this rarefied atmosphere, and many passengers from seacoast lands will probably be compelled to take the journey in stages. Water for man, beast and locomotive will have to be carried for hundreds of miles in these high altitudes where rain seldom falls. Great bridges must span apparently bottomless gulches, and tracks laid along the edge of precipices, and in grooves cut in the mountainsides. The scenery will be the most sublime ever spread before the eye of man, but the panorama will cost the projectors of the Pan-American railway more than $200,000,000 to produce.

PANAMA'S DIPLOMATIC CORPS.

In all the capitals of Central and South America, none can boast of a better or more intelligent representation in



its foreign diplomatic and consular service than Panama. The diversity of nationalities enlisted, and international interests involved in the construction of the great canal has led to the appointment by the various governments of wide-awake progressive men. Naturally the country most interested by reason of canal operations, is the United States, which maintains both a Legation and a Consulate General

On October 20, 1906, the Hon. H. G. Squiers was appointed to the important post of Minister Plenipotentiary and Envoy Extraordinary of the United States at Panama, to succeed Chas. E. Magoon. Mr. Squiers is a native of Canada, born April 20, 1859. He received a thorough military training, and entering the United States Army on October 12, 1877, he was appointed Second Lieutenant of the First Infantry, and served in Dakota, taking part in the Black Hills expedition of 1878. He subsequently joined the Seventh United States Cavalry, as First Lieutenant, at Fort Yates, Dakota. In the fall of 1885, Lieut. Squiers officiated as Professor of Military Science and Tactics at St. John's College, Fordham, N Y., and as a testimonial of his five years' service at that institution, he was honored with the degrees of M. A. and L.L.D., in June, 1905. In November, 1890, when trouble broke out with the Indians in South Dakota, he rejoined his regiment at Pine Ridge Agency, and after taking part in an arduous winter's campaign against the hostile Sioux, he served on garrison duty at Fort Riley, Kansas, until November, 1891, when he retired from army service. Mr. Squiers held the position of Secretary of the United States Embassy at Berlin in 1894, and in 1898, during the Boxer troubles in China, he was Secretary to the United States Legation at Pekin. During the Pekin siege, he acted as Chief of Staff to Sir Charles Macdonald, for which official service he received the thanks of the British Government. He was also United States Minister Plenipotentiary and Envoy Extraordinary to Cuba from the formal inauguration of that government in May, 1902, until he resigned the position in December, 1905. His residence and office in Panama is at the American Legation building, corner of Fourth St. and Central Avenue.

Every one who has been in Panama any length of time knows of the representative of Great Britain, the Hon. Claude C. Mallet. Mr. Mallet entered the diplomatic service

Foreign Diplomatic Corps—Panama.
Courtesy American Press Agency Advertising Bureau, 41 Bleecker St.

in 1883, and was appointed British vice consul at Panama on July 1, 1884. He was afterwards appointed consul, with headquarters at Panama, for the Colombian departments of Cauca, Magdalena, Bolivar, and Panama. Later he was placed in charge at successive periods of the British Legation at Lima, Peru, Quito, Ecuador, and Bogota, Colombia. On December 24, 1903, he was appointed consul for the Republic of Panama, and in 1907 he was appointed Minister Resident. There is probably not a foreign representative in Panama better versed in Colombian, or Panama affairs than Mr. Mallet.

The British vice consul, Mr. F. W. Manners was appointed in January, 1908, and assumed charge on Jan. 27 succeeding Mr. Thomas Broadwood transferred, to Roumania. Mr. Egerton Shaw Humber, the pro consul, was appointed Dec. 24, 1907.

Another popular representative, and one known to all residents of Panama, is the Hon. Federico Alfonso Pezet, who was appointed Charge d'Affaires for Peru in January, 1906. Señor Pezet made his home on the Isthmus from 1884 to 1886 during which time he was Spanish editor of the *Star and Herald*. In the latter year, he was appointed Peruvian consul at Panama, and in 1889 he was promoted to the post of consul general for Peru in England, serving at London and Liverpool. Later he was transferred to New York in the same capacity, and in October, 1900, was promoted to the post of first Secretary of the Peruvian Legation at Washington. There, in 1902, he acted as Charge d'Affaires. In 1904, he was again appointed to the Central American mission, and when in January, 1906, Panama was added to it, he transferred his residence from Costa Rica to Panama. In addition to his important consular and diplomatic services, Señor Pezet served his country as a soldier in the war with Chile, 1879-1883, and was given a medal for honorable wounds received. He has also

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done much to promote his country's interests in a literary way, among his works being one entitled "The Question of the Pacific," published in Philadelphia in 1902, and a compilation of articles which appeared in the American press with reference to the Tacna-Arica controversy; also the question of international arbitration, inspired and in part written by him. While consul general in England, he was awarded in 1882 the Albert Medal of the Society of Arts and Commerce for his work on "Peru, her Commerce and Resources," and has lectured frequently before chambers of commerce and other institutions in England and America, always in the interests of Peru.

Mr. Arnold Shanklin, U. S. consul-general, and dean of the consular corps of Panama, was appointed to his present position on September 20, 1905, and took charge of the office on November 27 of that year, succeeding Judge H. A. Gudger who had filled the position in an able manner for many years previous. Mr. Shanklin was born at Carrollton, Missouri, in January, 1866. He graduated from the law department of Washington University at St. Louis in 1899, and followed the practice of law for a number of years. He was commissioner to Mexico for the Louisiana purchase exposition. During his residence on the Isthmus, Mr. Shanklin has made many warm friends, both in Panama government and canal circles. The U. S. Deputy con-

sul general is Mr. Caspar L. Dreier of Missouri, appointed in 1907.

The hand of death removed one of the best known consular representatives during the year 1907, Don Jeronimo Ossa, consul for Chile. He was of a jovial, kindly disposition, counting everyone his friend that he could. Don Jeronimo was a native of Panama, but received the education of a civil engineer in Chile. He completed his studies in the United States and Europe, and upon his return home found ready employment with the French canal company. He was also at different times in the employ of the Panama Railroad Company, and the Pacific Mail Steamship Co. He always took a deep interest in politics, and at the time of the secession was tireless in support of the cause. Shortly before his fatal illness, he was appointed by President Amador as special commissioner to deliver to Chas. E. Magoon, the gold medal and vote of thanks tendered the latter by the National Assembly of Panama, in recognition of the universal esteem in which the late Zone Governor was held. Don Jeronimo composed the words of the Panama national hymn, a splendidly inspiring air, and of several poems. His death occurred September 6, 1907, at the age of 62 and on September 10, the Municipal Council of Panama, passed resolutions of respect in honor of his memory.

COINS FROM OLD PANAMA.

The Panama *Herald* of June 9, 1853 announced the discovery of a collection of old coins found in the corner of a wall at Old Panama. In the collection were coins beginning with the Carthaginian period and continuing on up until the time of Ferdinand of Spain. In the lot were coins of the time of Constantine and the Roman era. It is supposed that this collection was brought to the Isthmus by some monk interested in numismatics.

DIPLOMATIC CORPS ACCREDITED TO THE REPUBLIC OF PANAMA.

AT PANAMA.

Honorable H. G. Squiers,	Envoy Extraordinary and Minister Plenipotentiary of the United States of America.
Hon. Claude Coventry Mallet,	His Britannic Majesty's Minister Resident.
Hon. Antonio da Fontaura Xavier,	Brazilian Minister Resident.
A. J. d'Amaral Murtinho,	Secretary, Brazilian Legation.
Hon. Henry Moet,	French Charge d'Affaires.
Hon. Federico Alfonso Pezet,	Peruvian Charge d'Affaires.
Alberto Bresani Rossel,	Attaché Peruvian Legation.
Hon. Federico Boyd,	Nicaraguan Chargé d'Affaires.

—

ACCREDITED TO PANAMA, LIVING ELSEWHERE.

Hon. E. Pollet,	Belgian Minister Resident, with residence in Guatemala.
Hon. J. H. Reus,	Netherlands Minister Resident, with residence in Caracas.

—

CONSULAR CORPS ACCREDITED TO THE REPUBLIC OF PANAMA.

AT PANAMA.

Arnold Shanklin,	Consul General of the United States of America, also acts in the interests of China and Greece.
Felix Ehrman,	Vice-Consul General of the United States of America.
Caspar L. Dreier,	Deputy Consul General of the United States of America.
F. W. Manners,	His Britannic Majesty's Vice-Consul.
B. D. Fidanque,	Belgian Consul.
Ramón Arias F.,	Brazilian Consul.
Antonio B. Agacio,	Chilian Consul General.
Luis Uribe,	Costa Rican Consul.

J. Gabriel Duque,	Cuban Consul.
J. L. Maduro,	Consul of Denmark.
Mauricio Fidanque,	Dominican Consul.
Ramón Arias F., jr.,	Consul of Ecuador.
Pedro Arias F.	Vice-Consul of Ecuador.
Arturo Kohpcke,	His Imperial German Majesty's Consul.
José Fernando Arango,	Guatemalan Consul General.
Dr. A. Jesurun,	Consul of Holland.
Dr. A. Jesurun,	Honduran Consul General.
Arturo Kohpcke,	Italian Consul.
José Maria Aramendia,	Mexican Consul.
Dr. Augusto S. Boyd,	Nicaraguan Vice-Consul.
Alberto de Obarrio,	Peruvian Consular Agent.
Federico Boyd,	Salvadoran Consul General.
Dr. Augusto S. Boyd,	Salvadoran Vice-Consul.
Juan Potous y Martínez,	Spanish Consul.
Coronel S. McGill,	Venezuelan Consul.
Edwin Hunter Melville,	Norwegian Vice-Consul.
Albert Ritt,	Vice-Consul of France.

UNACCREDITED.

C. Fajardo H.	Confidential Agent of Colombia.

CONSULAR CORPS ACCREDITED TO REPUBLIC OF PANAMA.

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Antonio M. Rojas,	Costa Rica.
José Fidanque,	Denmark.
Albert Drappen,	France.
L. Heuer,	Germany.
E. F. Hudson,	Great Britain.
A. J. Henriquez,	Holland.
Juan C. Stevenson,	Honduras.
R. Emiliani,	Italy.
Antonio M. Rojas,	Mexico.

Hilary B. Parker,	Norway.
A. B. Abello,	Peru.
Juan C. Stevenson,	San Salvador.
José M. Fidanque,	Santo Domingo.
Eudaldo Bastar,	Spain.
Dr. James C. Kellogg,	
J. M. Hyatt,	United States.
F. Salcedo Ochoa,	Venezuela.

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OFFICIAL BAND OF THE I. C. C.

During the month of September 1905, several of the employes of the Isthmian Canal Commission assembled at Cristobal and perfected plans for the organization of a brass band.

The object of the organization was to furnish recreation to those of the Commission employes who might become members, and later, when the band should have become proficient enough, that it might furnish recreation to the other employes, through the concerts which it would be able to play.

Owing to the expense incident to furnishing an equipment for the band, it was felt that the Commission should lend a hand to aid, so on September 30, Dr. B. R. LeRoy sent a communication to Charles E. Magoon, who was then governor of the Canal Zone, requesting his cooperation in securing a set of instruments. The Governor was favorably impressed with the project, and readily loaned his influence to its furtherance, and an order was soon placed for the instruments.

The first roster of the band contains 37 names. Dr. Allen H. Blake was elected its first president; Dr. B. R. Le Roy, vice-president; L. Larson, treasurer, and E. R. Robson, secretary. Dr. Sumner Coolidge was appointed Director, which position he held until after the reorganization was effected in February, 1907, when owing to the press of his professional duties he felt obliged to relinquish the position.

Of the names on the first roster we find but three on the present one--L. Larson, C. E. Fendorf and Dr. D. J. Hale. Dr. Coolidge is Chairman of the Board of Managers, which supervises the work of the band.

Through the enthusiasm of the members, the band soon acquired proficiency enough to give concerts. It was a labor of love, as those members from along the line soon found it anything but a pleasure to ride across the Isthmus at night, after a hard day's work, to attend a concert or rehearsal, and then arise early enough the next morning to take the train leaving at 5:27.

Through the efforts of Dr. Coolidge, the band was soon brought to a high degree of efficiency, but the diffi-

JESUS A. LONDONO.
INGENIERO CONSTRUCTOR.
SE ENCARGA DE TRABAJOS DE ALBAÑILERIA.
EMPERADOR, ZONA DEL CANAL.

JESUS A. LONDONO.
ENGINEER AND CONSTRUCTOR.
WILL ALSO UNDERTAKE MASONRY WORK.
EMPIRE, CANAL ZONE.

culties under which the men labored made it hard to hold the organization together.

John F. Stevens, who was then the Chief Engineer and later Chairman of the Commission, took a deep interest in the welfare of the band and gave it his hearty support. Under his direction the plans for the reorganization were formulated and carried into execution, and on February 1, 1907, it became the official band of the Commission, the authorization providing that the band should have thirty-five paid members, besides a Musical Director and Librarian, the latter two to devote their entire time to the work of the band and be paid permanent salaries. The other members were to be paid a certain sum per each meeting attended.

This, of course, had a stimulating effect, and the attendance immediately increased. Many new members were added, some of them having had professional experience in the States.

June 1st, Charles E. Jennings, cornet soloist and assistant director, was appointed Musical Director, and since then has devoted his entire time to the band work, also to promoting musical interests in connection with the work in the club houses managed by the Y. M. C. A.

Dr. Allen H. Blake was appointed Librarian which position he filled effectively until he resigned in August to return to his home in the States.

At present the band numbers over 40 members and new men are continually applying for positions in it. Four rehearsals are held each month and four concerts given. The members are working with a will to increase the efficiency of the organization, and hope by the end of another six months to put it on a par with the best amateur bands in the States.

All above the thirty-five members who are carried on the payroll, beside the Musical Director and Librarian, are held on a reserve list, and as soon as they become proficient enough and there is a vacancy on the payroll, they are appointed to become bandsmen and their names placed on the payroll. Until then they serve through a probationary period.

Changes occur quite often in the membership. The men completing their service with the Commission or Panama Railroad, of course, cease to be members of the band, as it is specified in the authorization for the appointment of the band as the official band of the Commission, that the members shall be employes of the Commission, or Panama Railroad.

The membership is composed of all classes of help employed by the Commission and Panama Railroad, clerks, doctors, policemen, civil engineers, timekeepers, carpenters, superintendents, foremen, sanitary inspectors, machinists, etc. It is also very cosmopolitan in that at least a dozen nationalities are represented among its members.

The library of the band is made up of standard and popular selections and is being added to continually.

THE CLUB HOUSES OF THE ZONE.

The Young Men's Christian Association operates club houses at Culebra, Empire, Gorgona and Cristobal.

which the Canal Commission has erected and equipped. In each of these buildings the main structure provides for a business office, social lobby, ice cream parlor, billiard and pool room accommodating five tables, lounging and small game room, reading room, committee room and an entertainment hall, which has a seating capacity of three hundred and which is also used for gymnasium classes and such games as basket ball and volley ball.

There is an annex providing two bowling alleys, baths, lockers, lavatories, and additional gymnasium apparatus which can not be used in the entertainment hall. Connecting the main structure and annex are two corridors, in one of which is installed a barber shop. Spacious verandas encircle both floors of the main building and add much in attractiveness and comfort. The reading room receives regularly about one hundred carefully selected magazines and papers, and there is a five hundred volume library furnished by the Government. Free use of the entertainment hall is granted outside social clubs on application, for dancing purposes. The club houses are the centers of community interests and the associations are wholesome attractive clubs which the average American of whatever position or trade is glad to join without being urged. There is no initiation fee; membership dues are $12 per year, $7 per half year, or $4 per quarter year. A nominal fee is charged per game on bowling, billiards and pool. The cost to members for all privileges is small as compared to most clubs because of the Government's support given liberally to practical methods of serving the recreative, social, physical and moral needs of employes. The four Associations have about seventeen hundred members in good standing and the attendance averages between 700 and 750 per day. The organizations are a part of the international organization of Young Men's Christian Associations whose International Committee gives direct supervision to the conduct of the work. Membership tickets from any Young Men's Christian As-

sociation in the world are honored by the Associations on the Canal Zone. The activities promoted include those usually found in similar organizations elsewhere. Members form themselves into groups and arrange for tournaments in chess, checkers, pool and billiards, and bowling. Another group finds interest in the gymnasium, where boxing, fencing, wrestling, work on mats and bars, basket ball, field and track work take up their attention. Then others find enjoyment and profit in study. Classes are organized in Spanish, mechanical drawing, mathematics, and the Bible. Camera and debating clubs are conducted; hiking, riding and excursion parties in season. The Sunday Club is an organization that takes charge of the various activities of the day, such as arrangements for afternoon addresses, concerts, and in a general way looks after the welfare of men who are in the hospitals.

The work of the associations is carefully supervised by an Advisory Committee, and the Executive Councils. The Advisory Committee consists of five representative men appointed by the Commission, whose duty it is to have general supervision of the work of the organization as a whole. Each Association has its Executive Council, and its duty is that of outlining the policy of the Association it represents. It is composed of representative men of the local Association.

The following men are the secretaries in charge of the work: Wm. H. Baxley, Culebra; Robert G. Goodman, Assistant Secretary; J. Floyd McTyier, Empire; Ralph R. Wolf, Gorgona; L. F. La Rose, Assistant Secretary; M. J. Stickel, Cristobal; F. C. Freeman, Traveling Secretary; A. Bruce Minear, General Secretary.

The Young Men's Christian Associations of the Canal Zone extend the most cordial invitation to all strangers on the Zone to make themselves at home in the buildings, and upon application at the desk a guest's ticket will gladly be given them.

Rondel.

——:o:——

BY ALEJANDRO DUTARY.

The following selection is from the pen of the Isthmian poet, Mr. Alejandro Dutary, who has contributed largely in the past to the "Heraldo del Istmo" and other publications. Some time ago the Pilot and Guide requested Mr. Dutary to let it have his favorite production, for publication in this volume. The "Rondel" was his choice.

———

Al pié de la entreabierta celosía
Templa el galan con manos misteriosas

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Y asoma su perfil de reina Diosa,
Tras la entreabierta y vieja celosía.

Y mientras el galán con alegria
Canta y toca, la calle tenebrosa
Iluminan con luz de medio dia
Los ojos expresivos de la hermosa
Reclinada en la vieja celosía.

PIPING OIL ACROSS ISTHMUS.

The Union Oil Company of California is one of the largest independent companies which produce, transport,

refine and market petroleum in the state of California. It was one of the earliest companies to establish itself in that state and has been one of the first to open up foreign markets for California oil. The main office of the Company is located in the city of Los Angeles, and its principal stockholders and directors are men of the highest standing in the oil industry, as well as in the financial world.

The eight inch oil pipe line crossing the Isthmus from La Boca to Mount Hope was installed by this company for the purpose of doing away with the long journey by sailing vessels around Cape Horn in order to market its products on the Atlantic coast, as the trans-continental railroad freight rates are absolutely prohibitive. The plant consists of a large pumping station at Petrolia, near La Boca, connected by an eight inch pipe line forty-eight miles in length with another pumping station on the other side of the Isthmus at Mount Hope. The actual laying of the line was commenced on April 16, 1906, and completed on October 16, 1906. The company has four 37,500 barrel tanks at each terminal site, making a total storage capacity of 300,000 barrels. The ocean-going oil-carrying vessels of the company land in specially dredged berths on either side of the Isthmus and discharge their cargoes by means of a flexible hose into the company's tanks, and receive their cargoes from the same source and in the same manner. The oil comes from Santa Barbara County, California, and is loaded on the ships at Port Harford, the voyage south occupying from twelve to fourteen days. Besides supplying the needs of the Atlantic coast, the company purposes to furnish such oil as may be needed to the Isthmian Canal Commission and the Panama Railroad Company, thus giving them the advantage of a very substantial economy in fuel and relieving the congestion of transportation to some extent.

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PANAMA OF THE PRESENT DAY.

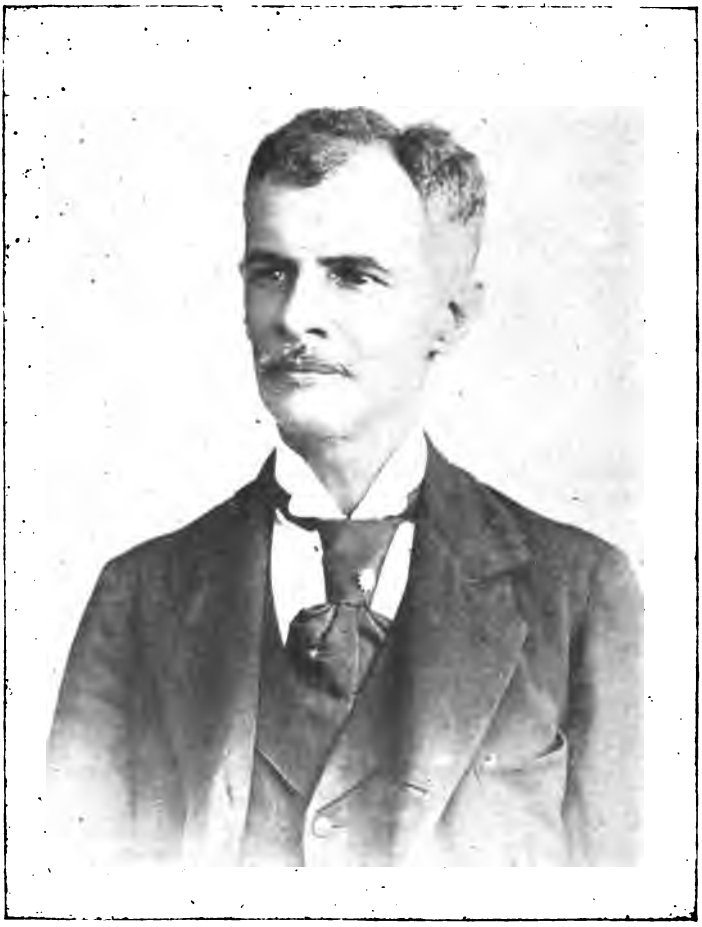
AREA. Panama, although forming the connecting link between North and South America, shows its greatest dimensions ranging from east to west. Broadly speaking, the Republic represents a bent finger, the average width of this finger, 70 miles, being about equal to the state of New Jersey; its greatest length, about 430 miles, three times as great as that state. Although only about one-fifteenth the area of Colombia, and less than one-half the size of Uruguay, Panama compares favorably with many other countries which play an important role in the commercial life of the world. Compared with European countries, Panama is three times the size of Belgium, and more than twice the size of Switzerland. It has about the same area as the state of Maine, and is about two-thirds as large as Pennsylvania. The Republic contains about 32,000 square miles.

LIMITS. In the treaty of limits between Panama and Costa Rica, the boundary line was definitely fixed. Commencing at Point Mona on the Caribbean coast, it follows the Sixola and Yurquin Rivers to the Cordillera, thence to the Santa Clara Mountains, and from there follows the Golfito River to its mouth in the Golfo Dulce. The treaty was signed March 5, 1905. The boundary line between Colombia and Panama is still an unsettled question. It is expected however, that the pending treaty between the two countries will permanently determine the limits. At the present time, Panama claims the territory to the Atrato River, which would form a natural boundary, while Colombia disputes Panama's right to take more territory than what belonged to it before the secession, and under the former departmental division. The question is a very important one, and its solution is looked forward to with interest.

COAST LINE. The Republic is well-nigh seagirt, having a land frontier of less than 350 miles, while the coast line provided by the Caribbean Sea, and the Pacific Ocean shows a total of 1,245 miles, 767 miles on the Pacific, and 478 miles on the Caribbean Sea.

POPULATION. In 1904, the population of Panama was estimated at 311,000. The resumption of canal operations under American management however, has attracted consid rable immigration, not only those who work on the canal, but others who have sought the Isthmus as a favorable place for new investments. The population of the cities of Panama and Colon, and the Canal Zone, falls but a little short of 120,000 at the present time, while other portions of the Republic, notably, Bocas del Toro, Chiriqui and Veraguas have grown considerably. No census figures of recent date outside of the two principal cities, and the Canal Zone, are available, but the *Pilot and Guides* estimate of the total population of the Republic and the Canal Zone at the beginning of 1908 is 475,000, this inclusive of the Indian tribes which will number close to 80,000. Panama is still sparsely populated, for although ten per cent. larger than Madagascar, that island has 3,500,000 inhabitants to Panama's 475,000.

SURFACE. The larger part of the surface of Panama is mountainous, consisting of a number of short, irregularly disposed ranges. The most westerly of these ranges known as the Sierra de Chiriqui, entering Panama from Costa Rica, trends much nearer the Caribbean Sea than the Pacific Ocean, the plain of David lying between the mountains and the Pacific, while Almirante Bay and the Chiriqui Lagoon extend a considerable distance inland on the other side. The Sierra de Chiriqui has a mean elevation of 6,500 feet. The most conspicuous peaks are Chiriqui, 11,265 feet; Pico Blanco, 11,740 feet, and Rovalo, 7,020 feet. This range is broken by two passes, one 3,600 feet above sea-level, the other 4,000 feet. Farther east the Panama mountain system receives the name of the



J. Francisco de la Ossa,
Mayor of the City of Panama.

Sierra de Veraguas. This range contains Mount Santiago, 9,275 feet; Tuta, 5,000 feet, and Santa Maria, 4,600 feet. Midway between the eastern and western extremities of the country, the mountain system is broken by the Culebra Pass, which has an altitude of only 290 feet above sea-level, and is the lowest pass in the western mountain systems of North and South America, with the single exception of a pass in Nicaragua. East of Culebra, the mountains gradually increase in elevation, culminating in the peaks of Maria Enriquez, 1,340 feet, and Pacora, 1,700 feet. The Serrania del Darien, ranging in altitude from 500 to 2,700 feet, skirts the Caribbean coast from Porto Bello to the Gulf of Urabá. Two peaks in this range have an altitude of 3,000 feet, while the Tihule Pass sinks as low as 420 feet. Lateral ridges connect the Serrania del Darien with the Baudo range, which forms the Pacific coast range from the mouth of the Chepo River to the southern boundary, passing through into Colombia.

RIVERS. Panama is intersected by many rivers, 150 reaching the Caribbean Sea, while twice that number drain into the Pacific Ocean. The largest river of Panama is the Tuira, which rises in the southeast of the Republic. It flows north for 100 miles before receiving the waters of the Chucunaque, a tributary almost as large as the parent stream. At this point, a river 1,000 feet wide and 30 feet deep is formed, with a mean discharge of 1,100 cubic feet per second. During the dry season, the river above tide water is shallow and full of rapids. The Tuira empties into Darien Harbor, and is navigable for river schooners as far as Santa Maria del Real. The next largest river is the Chagres, already fully described in another part of this book. The Bayano River, 150 miles long, empties into Panama Bay through a wide estuary, and is navigable by small boats for the greater part of its course. The Coclé River flowing north into the Caribbean Sea is 70 miles long, and navigable for small craft for 40 miles. Other rivers in lessening importance are

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the Calabebora, and the Rio de los Indios emptying into the Caribbean Sea; the Tarire near the Costa Rican boundary; the San Pedro emptying into the Gulf of Montijo, and the Sambu, 90 miles long, debouching into the Bay of Panama.

BAYS. Almirante Bay on the Caribbean coast near the Costa Rican boundary, is 13 miles long from east to west, with a width ranging from 2 to 13 miles. It is entered from the sea by the Boca del Drago and the Boca del Toro, and affords safe anchorage for the largest vessels. The Chiriqui Lagoon, practically forming one body of water with Almirante Bay is 32 miles long and 12 miles wide in the center, with a width of five miles at the eastern end and 10 at the western. The area of the Lagoon is 320 square miles. It is entered by the Boca del Tigre, which has a width of three and one-half miles. Secure anchorage is afforded in from 90 to 120 feet of water. The Gulf of San Blas, lying at the narrowest part of the

Isthmus. is 20 miles long and 10 wide, and is sheltered from the north winds by the Mulatas Archipelago. The bay of Mandinga on the southwestern side of the gulf, forms a deep and easily approached harbor. Caledonia Bay, also protected by a belt of cays, has two deep inner harbors, Sassardi and Caledonia. The bay of Panama extends from Cape Garachine on the east to Cape Malo on the west, the two capes being 100 miles distant from each other in a straight line. At the eastern side of the bay of Panama, is the Gulf of San Miguel, which decreases from a width of fifteen and one-half miles at its mouth to seven and one-half miles a short distance inland, then increases to eleven miles, again decreasing until it reaches a width of four and one-half miles. At this point it turns to the southeast where it is known as Darien harbor, a landlocked haven eleven miles long, four miles wide at its mouth, and two miles at its head. On the western side of the bay of Panama, is the bay of Parita, nearly twenty miles wide at its mouth. The Gulf of Montijo, twenty miles long and fourteen miles wide at its mouth, contains numerous islands.

Islands. The coast of Panama is skirted with islands. The Pacific coast shows 1,053 islands with a total area of 500 square miles, and the Caribbean coast, 630 islands and islets with a total area of 147 square miles. The Chiriqui Archipelago protects Almirante Bay and the Chiriqui Lagoon. Columbus Island, protecting Almirante Bay, is seven miles long and three miles wide. It is flat and covered with dense forests. Provision Island, lying east of Columbus Island, is eight miles long and irregular in shape. The northern side is marked by a range of hills from 300 to 400 feet in elevation, while the southern side is low and swampy. Near these islands lies the Escudo de Veraguas, an island long disputed by Colombia and Costa Rica. Farther east, the Mulatas Archipelago protects the Gulf of San Blas. This belt of islands and reefs extends for eighty miles along the coast. They are all low and of sandy formation, rising but a few feet above the sea

and covered with forests and cocoanut groves. The Pearl Islands in Panama Bay cover 400 square miles of land and water. The islands are low and but little cultivated. The largest island of the group, Rey, is 15 miles long and 7 miles wide. There is a peak on this island 600 feet high. Coiba, the largest island belonging to Panama, is 21 miles long and from 4 to 12 miles wide. It is covered with dense forests. Cebaco Island lying across the mouth of the Gulf of Montijo, is thirteen and one-half miles long and three miles wide. Taboga, a gem of the Pacific, is one of the prettiest islands belonging to the Republic. The greater portion of its surface is mountainous, but a good deal of the land is under cultivation. Taboga pine apples are known all over the Isthmus, while mangoes, oranges, and other fruits are produced extensively. The island is 12 miles from Panama city, and is much resorted to by people from the mainland.

Political Divisions. Panama is divided into seven provinces namely, Bocas del Toro, Chiriqui, Coclé Colon, Los Santos, Panama, and Veraguas. Each province is administered by a Governor appointed by and responsible only to the President of the Republic. The provinces are in turn, divided into municipal districts, governed by a municipal council whose members are popularly elected, and by an Alcalde, or Mayor, who is the chief administrative official of the municipality and also the direct agent of the provincial governor. In all internal affairs, the municipalities are self-governing.

Government. The constitution of the new republic came into force on February 23, 1904. The fundamental law provides for a centralized republican form of government. Supreme executive authority is vested in the President. He is elected by popular vote for a term of four years and is ineligible for the next succeeding term. An exception was made in the case of President Amador who was elected by the National Assembly instead of by popular vote. The powers of the President are similar to those possessed by the chief executives of all republican govern-

ments. He must sign or veto all bills passed by the legislative body within from five to eight days, depending on the length of the bills, otherwise they become laws without his signature. Bills vetoed by the President by reason of their doubtful constitutionality are referred to the Supreme Court of the country. If that body decides they violate no provision of the constitution, the President must affix his signature. Other vetoed bills may be repassed by the assembly by a two-thirds vote. The President appoints all the higher responsible officials of the country, including members of his Cabinet, judges of the Supreme Court, diplomatic and consular representatives, and governors of the provinces. In some appointments the chief executive acts alone; in other cases, approval of the legislative body is required. All regulations, orders and decrees of the President must be countersigned by the member of his Cabinet in charge of the subject under consideration. The President is assisted in the discharge of his duties by a Cabinet consisting of a Secretary of Government and Justice; Secretary of Foreign Relations; Secretary of Finance, Secretary of Public Instruction and Secretary of Public Works. These officials have a voice, but no vote in the legislative body. In case of the death or disability of the President, executive powers devolve upon one of three persons termed Designadores, elected at each session of the Assembly, and in the event of the disability of these three officials, upon a member of the Cabinet. The law-making branch of the government is a single body, the National Assembly, consisting of Deputies elected for a term of four years in proportion of one Deputy for every 10,000 inhabitants, or a fraction over 5,000. Substitutes are elected in the same manner, at the same time, and for the same term. The Assembly meets every two years and extra sessions may be called by the President.

Courts. The administration of justice is vested in a Supreme Court, circuit courts, district courts, and other inferior tribunals established by law. The Supreme

Court is located in Panama with jurisdiction and powers similar to those possessed by such courts in other South American countries. Its judges, five in number, are nominated by the President and confirmed by the Assembly. The circuit courts, of which there is one for each province, located in the capital city of each, possess jurisdiction, coextensive with the respective provinces. The district courts, one for each municipal district, have local jurisdiction. The appointment of the judges of the circuit, district and other inferior courts rests largely with the immediate superior tribunals: the decisions of these inferior courts are subject to review by the higher tribunals. In a general way foreigners enjoy the same rights and privileges before the tribunals of the Republic, as citizens do.

Customs. All imports into the Republic, with the exception of a limited number of articles included in the free list or subject to a specific duty, pay an ad valorem duty of ten per cent. Some of the more important articles on the free list are animals for breeding purposes, ice, guano, seeds and plants, machines weighing less than 2204 pounds, road making and canal machinery, railway rolling stock and track supplies, telegraph materials, coal imported by the consumer, bridge iron, ships and ship parts, raw materials necessary in the manufacture of beer, candles and soap, excepting tallow; bookbinders' and printers' supplies, including ink and paper; articles imported by steamship companies, religious and charitable organizations, and by the Government for exclusive use. Spirits, wines, liquors, tobacco, coffee, matches, match materials, opium, salt, and cattle are subject to specific duties, as follows: Ordinary spirits and its compounds, up to 21 deg. Cartier, such as rum, brandy, gin, whisky, refined anisette, rossolis, orange cordial, $1.50 silver per liter. Liquors of from 22 deg., to 42 deg. Cartier, such as chartreuse, creme de cacao, peppermint, Padre Kernan, kümmel, absinthe, $2.00 per liter; alcohol up to 42 deg. Cartier, $1.00 per liter; alcohol above 42 deg. Cartier, $1 50 per

liter; concentrated liquid used in the manufacture of dutiable beverages, $1.5 per liter; bitters, such as Angostura bitters, fernet-branca, cocoa, 60 cents per liter; white, red and Bordeaux wines, 10 cents per liter; wines, sweet, malaga, sherry, oporto and vermouth, 20 cents per liter; champagne, $2.00 per liter; aerated and mineral waters, elixirs and medicinal wines imported in special bottles. 25 per cent. silver on net gold value; cigars $2.00 per kilogram; cigarettes $3.00 per kilogram; other forms of tobacco, $2.00 per kilogram; coffee, $8.00 per quintal, gross weight; wax matches 80 cents per kilogram, gross weight; wooden matches, 30 cents per kilogram; raw materials for matches, 10 cents per kilogram, gross weight; opium $15 per kilogram; salt, $2.00 per quintal; cattle for public consumption: males, $20.00 each, females, $15.00 each. All the above duties are in Panama silver. The liter is 1.056 quarts. The kilogram is 2.2046 pounds. The quintal is 220.46 pounds.

PATENTS. New inventions and inventions already patented abroad may be patented in Panama, providing the invention is not already covered. Application for a patent should be made to the Secretary of Fomento, Panama, Rep. of Panama. The application must be accompanied by a description of the invention, indicating its nature and object, and if the application be made through a resident agent, by a power of attorney visé by a consul of Panama; drawings and models, or samples are also required by the government. Patents are granted without examination. All correspondence and necessary papers must be in the Spanish language. The term for which a patent may be secured is five, fifteen, or twenty years, at the option of the applicant. Action must be taken within one year of grant. The cost of filing application is about $20 gold, with an annual fee of $20 gold during the life of the patent.

TRADE MARKS. The law of Panama recognizes two classes of trade marks, for the registration of which, slightly different procedure is necessary, and different fees

charged. These are the industrial or manufacturers' marks, and commercial or merchants' marks. Registration may be made in person or through an authorized agent. Application should be made of the Secretary of Public Works (Fomento), and must give a complete description of the mark, indicate the product to which it is to be applied, and state the place of manufacture. It must be accompanied by two copies of the mark; by a visé power of attorney if the application be made through an agent, and if it be a mark already registered abroad, by a certificate of such registration. The application is published at the expense of the applicant in the *Gaceta Oficial* for a period of 30 days for an industrial mark, and 60 days for a commercial mark. If no opposition develops, the mark is then registered, and a certificate issued to applicant. The fee for an industrial mark is $50 gold, and for a commercial mark, $30 gold.

OFFICIAL SALARIES. The President's salary is $9,000 per annum, with the same amount allowed for living expenses, and $3,000 for extra official purposes. The salary of the Panama Envoy at Washington is $8,000 per annum; of the consul general at New York, $3,600 per annum; consul generals elsewhere $3,000 per annum; consuls, $2,400 per annum, and vice-consuls, $1,600 per annum. The consul generals, consuls and vice-consuls in the United States and Europe, are paid the above salaries in gold; in other parts of the world, the same sums in silver. The cabinet ministers receive $3,000 per annum; the governor of Colon $2,100 per annum; the governors of Panama and Bocas del Toro, $1,800 per annum each; governors of all other provinces, $1,200 per annum each. The alcaldes of Panama and Colon receive salaries of $1,500 per annum each. All the amounts above mentioned are in gold.

PUBLIC WORKS. By decree of May 20, 1904, the sum of $1.625,000 gold was set aside for public works divided among the several provinces as follows:—

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Panama, $500,000; Colon, $150,000; Chiriqui, $225,000; Coclé, $175,000; Los Santos, $175,000; Veraguas, $175,000, and Bocas del Toro, $225,000. Since then many roads have been constructed, bridges built, schools and other buildings of a public character erected. In Panama city several new schools and colleges have been put up, and the work is still being continued.

Isthmian Woods. J. A. Loyd, a captain of engineers in Simon Bolivar's army of independence visited the Isthmus in 1827 and made a carefel study of the forest riches in Panama. He states in his notes "that in vigor and varieties, the woods of the Isthmus challenge competition with any part of the world." Mr. Jil Sánchez, a citizen of Panama, and one of the best posted men in the country on its natural resources, has written a very interesting little book on the forest riches of the Darien region. The timber lands in that part of the Republic cover, it is

estimated, nearly 6,800,000 acres, comprising hundreds of varieties of native woods. A book could be devoted to a description of these woods, but it is the purpose of the *Pilot and Guide* to mention only the more prominent and well known species. The guayacan, or lignum vitae family is well represented on the Isthmus and comprises many kinds. Its durability is of common knowledge. Pieces of this wood imbedded in the earth for many years have been known to become petrified. It is related that in 1892, an abandoned mine 207 years old was discovered, and in it were found some lignum vitae wheels and axles used in hoisting ore. They were in as good condition as when first fashioned. Another prominent and very valuable wood is the cacique (head chief), or "king of woods." The true species is whitish yellow, susceptible of a very high polish, and has a long tough grain. The other variety is of a reddish color. Its name is supposed to have been derived from its use as a symbol of authority by Indian chieftains. One of its peculiar qualities is its power to instantly stanch the flow of blood. Mahogany is very common in certain districts and is largely exported. There are two kinds, the tangueray, or swamp mahogany, and the hard, or upland mahogany. The former is lighter both in weight and color. Roble, the native oak, is a common wood and bears a close resemblance to its North American confrere. Zorro is a hard wood with variegated markings, but exceedingly scarce. The nazareno (amaranth) has a beautiful purplish-colored center, susceptible of a high polish. There are three classes of Spanish cedar, two of laurel an four classes of a rich yellow wood called amarillo. The latter is a very fine grained wood, having no heart. Algarobo is an excellent wood, very plentiful. Cocobolo is a well known wood and commands a high price-$25.00 per ton of 2240 pounds on the Isthmus. There are two species, cocobolo amarillo, and cocobolo prieto. The former is like rosewood, very tough and hard and seldom grows more than one foot in diameter. It has dark brown streak-

ings, like zebra wood, and has a fragrant smell. The prieto variety has a beautifully figured grain, and grows to about three feet in diameter. It polishes beautifully and is in great demand for canes. The finest cedar in the country is the cedro real amargo. It grows to five and six feet in diameter, has a long grain, with the familiar odor of cedar, and is much used in boat building. The espave prieto is one of the commonest woods, something like elm, and is much used in house building. The guavita is a white, soft wood of an extremely bitter taste. The sap from this tree is used by the natives as an antidote for snake bites. The jagua colorado is a soft, close-grained, but tough dye wood used by the Indians for carving spoons and ornaments. The jobo de lagarto has a bark like the skin of an alligator. Mangle (mangrove) is a common wood of a reddish brown color, and makes a most excellent firewood, burning like tinder. Matapolo possesses the peculiar and rather unfortunate faculty of killing any other tree growing near it. The wood is white and tough, having a long, close, white, shiny grain. It is common and grows to large size. Quajado is an indestructible wood with an untractable grain. Totuma (the calabash tree) grows to the size of one foot in diameter, and is quite plentiful. Vela bears a fruit consisting of a long candle-like pod. The palo de vaca (milk tree), rubber tree and bread fruit tree are quite common. Many valuable resins are extracted from the different trees of the Isthmus, notably, one distilled from the bark of a tree called the palo Santo (holy stick). The essence is highly fragrant and is used as a remedy for disorders, and also burned as incense. The styrax officinalis of Linnaeus is very common, and the gum derived from it commands a ready sale. Ink is made from gall nuts, and likewise from a bush called alsifax. The algodon, or cotton tree is plentiful. A couple of years ago the writer submitted a sample of this tree cotton to the Bureau of Plant Industry at Washington. Upon comparison, it was found equal in most re-

spects to Alabama long staple. Cotton of the ordinary kind can be easily cultivated on the Isthmus, but owing to labor conditions, its raising has not been profitable. The gigantic tree of the Isthmus goes by the name of quipo, and will rival in size some of the giant trees of the Mariposa Valley in California. Twenty-two ton boats have been hollowed out of a single tree. Another peculiar tree is the woolen tree, which produces a pod filled with a texture closely resembling animal wool. It makes excellent mattress and pillow material.

Wild Animals. The jaguar, or South American tiger is found in different parts of the Isthmus. It seldom attacks man unless angered, but is a terror to cattle raisers. Raccoons, sajinos, a species of wild boar, rabbits, small deer and monkeys abound. There are several species of squirrels and marmosets, the latter being in active demand as pets. Wild turkeys, birds resembling the American hen pheasant, pigeons, ducks, parrots and paroquets are to be found. The snake family is well represented from the great boa-constrictor to the spiteful coral. The tiger snake is credited with being one of the most venomous. Insect life is ever active, and the appearance of some of the Isthmian bugs defy description. It would be necessary to have a set of curves to come at the right measurements. During the dry season when animal life is more or less dormant, bug life is as busy as ever. Roaches and ants are the common pests of the house and are constantly scheming for an invasion. The sloth, armadillo, and alligator are more or less numerous.

Flora. Plant life on the Isthmus shows a vigorous growth, but in the main is peculiar to the tropics. The orchid family is the most prominent, and comprises a great many varieties. The most notable species are the Espiritu Santo (Holy Spirit), and the Semana Santa (Holy week). The special characteristic of the Espiritu Santo is the fructifying column in the center of the flower, with its surmounting anther and projecting glands

of pollen-masses which present a striking resemblance to a dove. The breast, extended wings, the head and beak, and even two purple dots for the eyes are all distinctly shown and almost as true to nature as the art of man can depict them. Five leaves spring from each bulb of the plant. These leaves are from 20 to 30 inches in length, by five or six inches in breadth-lanceolate in form. The stem of the flower grows from three to four feet in height, bearing upon its summit a spike of globose, fleshy, yellowish white flowers, which yield a delicate perfume. Sometimes there is a peculiar sensibility connected with the flowers of this species of plant, which makes it a most effective insect trap, so hinged that it quickly closes and holds fast any insect which may alight upon it. The Semana Santa derives its name from the fact that it usually blossoms during Holy week. Roses are grown, but they do not acquire the size or beauty of the roses in the temperate zone.

Minerals. Gold is found in various parts of the Isthmus, principally in the Darien and San Blas regions, and the provinces of Veraguas and Chiriqui. Manganese mines exist at Nombre de Dios, forty miles east of Colon. Coal has been discovered near Bocas del Toro, but not in paying quantities. Copper deposits occur near David and San Felix; iron in the vicinity of the Cerro San Cristobal. Traces of petroleum have been found in Chiriqui and Los Santos provinces.

Products. Bananas forms the leading article of export of Panama, and are found in all parts of the country. The greatest degree of productiveness however is reached in the Changuinola and Sixola districts of the province of Bocas del Toro where the United Fruit Company control large plantations. The city of Bocas is founded upon the banana industry, and is said to be the second largest banana port in the world. Between three and four million bunches are annually shipped from this point. Bananas

are also plentiful along the Chagres, and are brought down to Bohio and Gatun in cayucos, or native canoes, and from these points shipped to Colon by rail. Coffee reaches its highest stage of perfection in the province of Chiriqui, where in the vicinity of Boquete, many foreigners are engaged in its cultivation with splendid success. The Panama bean is of a very good grade. Chiriqui province is the best agricultural and grazing section in the Republic. It is blessed with a diversified climate, being cool enough in some parts to raise wheat and oats. Nearly all the cattle for local consumption come from there, while tobacco and garden products are produced extensively. The best cacao (the cocoa of commerce), comes from Coclé province. Sugar cane, used principally in making molasses and native rum, is raised in Chiriqui, Coclé, Los Santos and Veraguas Provinces. Other products consist of corn, plantains, rice, rubber, indigo, cocoanuts, palm and ivory nuts, sarsaparilla, ipecacuanha, skins of wild and domestic beasts, etc. Rubber is being produced more and more, Bocas del Toro, Veraguas, and the Darien being the favored sections. Mr. Jil Sanchez, heretofore mentioned, has issued a comprehensive treatise on the rubber industry of the Isthmus, in English and Spanish, which is recommended to all interested in rubber production.

PUBLIC LAND LAWS. The National Assembly on May 29, 1907, passed a set of laws governing the adjudication of the wild, or waste lands of the Republic. Following is a synopsis of these laws, which will be found valuable to those contemplating making investments in Isthmian public lands:—

ART. 1. National waste lands are all those that form the territory of the Republic, with the exception of such as are denominated free lands, and such as now belong to natural, or juridic persons.

ART. 2. Full ownership of these waste lands is vested in the nation.

ART. 3. The adjudication of waste lands has for its object their cultivation, and the establishment of industries, or concerns of public benefit, viz., (1) For the establishment, development and common use of cities, towns and villages,

but such adjudications cannot be transferred, or diverted to another object, excepting plots of land for city purposes, which may be ceded gratuitously, leased or sold by the respective municipalities on condition of building on them according to the form, and within the time stipulated, by the aforesaid Corporations. (2) For homesteads, that is to say, country residences, surrounded by lands for agricultural and grazing purposes. (3) For the assistance of establishments of public benefit, but such adjudication shall be subject to legislative sanction. (4) For the establishment and development of colonies authorized by law. (5) For the assistance and subsidy that may be granted by law for construction of ways of communication but such adjudications shall only be made in alternate lots along the respective ways. (6) Only the law shall decree adjudications of any other class (7) All natural,or juridic persons domiciled in the country shall have the right to have portions of waste land allotted to them, except that foreigners who are natives of countries where Panamanians are not permitted to own city or country property shall not enjoy this right.

ARTS. 7 and 8. A tax of 25 cents gold per hectare is imposed on the issuance of titles, whether provisional or definitive.

ARTS. 9 to 10. The tax on titles established by this law shall be used to defray the expenses of management, survey and adjudication of national lands. For the adjudication of concerns for the public benefit, development of colonies, and ways of communication, the tax on titles shall range from 25 to 50 cents gold per hectare.

ART 11. The tax shall obtain as soon as the papers are filed with the Commissioner of national lands, who will pass a corresponding voucher to the Treasurer.

ART. 12. The application must be clearly written in Spanish, stating the name of the district where the land is situated, the approximate area of said land, the boundaries thereof, the object for which it is to be used, and all details tending to convey a clear knowledge of the transaction.

ART. 14. The Commissioner of national lands is empowered to alter boundaries specified in the applications when same are found to be detrimental to the adjoining waste lands, or likely to cause general inconvenience.

ART. 15. After an application has been made according to form herein prescribed, it shall be publicly made known by edict, which shall be posted for a period of 30 days in a public place on the outside of the office of the Commissioner, and in the office of the Alcalde of the district in which such land is located. It shall also be published in the *Gaceta Oficial* at the applicant's expense. The publication of the edict has for its object the affording of an opportunity for those who may consider that they have suffered damage by the application, to put in their claim in due course.

PROSPERO PINEL. PABLO PINEL.

Pinel Hermanos.

PANAMA.

Agents of La Navegación Nacional.

DEALERS IN PEARLS AND COMMISSION MERCHANTS.

IMPORTERS AND EXPORTERS.

SHIPBUILDERS and SHIPOWNERS.

No. 11 NORTH AVENUE. POST OFFICE BOX: 113.

ART. 16. Claims against applications for waste lands must be presented within 30 days subsequent to the date of the third publication of the edict in the *Gaceta Oficial*, to the Commissioner of national lands for that district.

ART. 17. After the lapse of 30 days, without any claim having been presented, and if presented, decided in favor of the applicant, the Commissioner shall deliver the application to an official surveyor, who in the next 15 days shall draw up the plan of the land, measure it, and submit his report.

ART. 20. All expenses incurred in the opening of the necessary cross-paths for the measurement of the land, and for drawing up the plans thereof, shall be borne by the party concerned. The cross-paths shall have a minimum width of two meters (about 7 feet).

ART. 24. The plan, measurement and report having been accepted and approved by the respective commissioners, and satisfactory proof exhibited of tax referred to in this law as having been paid, the Commissioner shall proceed to issue a provisional title.

ART. 31. The term for the definite adjudication having elapsed without application having been presented, the Commissioner shall proceed to make personally, or through a deputy, an ocular inspection of the land, and if from inspection it should

result that the party concerned has not fulfilled the obligations provided by this law, the land shall be declared abandoned in favor of the nation, and provisional title cancelled in consequence. Public notice shall be given of such action as provided in Arts. 15 and 16.

ART. 32. All titles to definite ownership of land shall be registered at the expense of the party concerned at the proper Register's office within 30 days after they have been issued, to insure validity.

ART. 43. Any resident, and in general any person not debarred by the laws, or who is not the owner of lands, has the right to the provisional adjudication for his country residence of as much as 20 hectares of waste lands for such purpose, wherever he may select, provided they are not designed for any other use.

ART. 52 The maximum of waste lands to be adjudicated to a single person shall be 20,000 hectares. (Note: A hectare equals 2.4711 acres, making the maximum allotment in acres 49,422).

ART. 66. Immediately after the officer selected to give possession of the land receives the communication from the provincial commissioner, he shall notify the party concerned, and shall post a placard during 48 hours in the office of the Alcalde of the District, announcing the day and hour in which the proceedings of taking possession will occur.

ART. 67. On the day and date appointed, the officer entrusted with giving possession, accompanied by two qualified witnesses, and the party concerned, or his representative, shall repair to the adjudicated land, and forthwith effect delivery, making a record of the proceedings, which shall be signed by all those taking part in them.

ART. 69. The proceedings of taking possession shall be at the expense of the party concerned, and it shall be his duty to furnish board, and the necessary means of conveyance for the officer delegated to give possession, the municipal attorney, and the witnesses. In addition, he shall pay to the witnesses 12 -2 cents gold for each hour, or fraction of an hour, of work performed by them in discharge of their mission.

ART. 70. Permits for the exploitation of forests on waste lands may be granted by the Commissioner of national lands for a term of five years, and up to 1,000 hectares of land to each person, subject to the prepayment of a yearly tax of 25 cents gold per hectare.

ART. 71. Permits for transitory cultivation of waste lands may be granted for a term not exceeding five years, and the tax on these permits shall be prepaid at the rate of 10 cents gold per hectare, and it shall be increased gradually at the rate of 5 cents gold per hectare per annum, until the rate of 50 cents gold per hectare per annum is reached, at which latter figure it will

remain permanently. These permits shall not be granted for plots over eight hectares in extent.

Art. 79. Lands held by savage, or half-savage indigenous tribes are not subject to adjudication. The Executive is empowered to determine under this law the precise boundaries of these territorial reservations, and to restrict such boundaries from time to time, as circumstances may require.

Art. 80. The following are not subject to adjudication: Mines, and metal and mineral deposits; salt deposits and mineral water springs; water that may serve for the public use of townships; waters of rivers and maritime waters navigable even by small crafts; lands that the Executive shall designate for future ports, or for enlargement of existing ones; area of townships, and space for their expansion. In the first two cases, adjudication shall be made in conformity with special laws which have been provided.

Arts. 81 to 87. Relates to foregoing article in detail. One point made is that those who are using public lands for raising cattle will have two years' time to prove up their claims in adjudication under the new law.

Arts 88 to 100. Relates to the method of procedure before the courts in case of lawsuit, or opposition.

Arts. 104. The provisional rights over waste lands are neither transferrable, or subject to embargo. Only in cases of death of the holder shall they pass to his heirs, to whom the term of one year shall be granted in which to declare whether they desire to make use of such rights, accepting the obligations which they entail, etc.

Art. 105. Relates in detail what is considered land under cultivation when proving up the final title.

Art. 106. Prescribes that permanent occupation of land by cattle and horses gives right to the use of such land at the rate of one hectare per head.

Art. 107. Gives right to fence such land if the number of cattle is in proportion to the amount of land enclosed. If such number of cattle are not kept up in proportion, the user is under obligation of opening it up for common use.

Art. 110. The industry of raising animals does not convey the right of acquisition.

Arts. 111 to 117. Deals in the ejectment of unauthorized persons on waste lands.

Mining Laws. Under the law, mines are divided into three classes, as follows:—(1) Sediment mines, such as iron and copper. (2) Lode, or vein mines, as those of precious stones, silver and gold. (3) Alluvial mines formed of alluvial beds of precious

stones and metals washed down by rivers. A person desirous of securing possession of a mining property in Panama must first notify the municipal head of the district in which the mine is located, stating the exact locality as near as possible, giving the established name, if it has one, and placing a permanent mark at the place. The notification will then be duly recorded, and as soon as the Act has been legally authorized, the party denouncing will be furnished with a copy. The dimensions of each claim shall be a rectangle 600 meters (about 1,968 feet) long by 240 meters (about 787 feet) wide. The claimant to a vein mine, whether a new or abandoned property at his election, will have the right of an extension up to three continuous claims, without prejudicing the rights of those adjacent. The dimensions of an alluvium mine shall be a square with a base of three kilometers, or a rectangle having two kilometers of base by five kilometers on the sides. The dimension of sediment mines and those found in beds, shall be a square of two kilometers of base. Two points determining the line which is to serve as the base for the survey of the claim, or claims to be conveyed, should be designated with utmost clearness in all instruments of denouncements, and another point, to indicate towards which side of the line, the measurement should be continued. The four cardinal points may be used for the latter. The survey of the claim to be conveyed shall be made on the surface of the ground, rather than calculating on the horizontal plane. When the party denouncing has definitely fixed the base which is to be used for surveying the mine, he cannot change his determination even though the proceedings should be annulled and repeated, unless there should be some interested party whom it might prejudice, or unless all the parties interested should expressly agree upon the change. The claim should be permanently marked by means of four monuments placed at the four angles of the figure. The restorer of abandoned mines subrogates the original owner of such mines, and he has a right to the

same number of claims as was conveyed to the original discoverer. When the instrument of denouncement has been executed, the Executive Authority shall order that possession of the mine be given. The head of the municipality will then, upon petition of the party denouncing, commission the Inspector of Police to convey possession. Should the party denouncing fail to claim possession within 60 days after publication of the notification, without good cause, he will forfeit his rights to the mine, and it shall be declared abandoned. The cost of the formality of giving possession shall be borne by the party concerned. No mine may be denounced as a deserted or abandoned mine under any other name than that which it carried at the time of abandonment, providing it was known by that name. Violation of this provision will forfeit the right to denounce the mine for a period of four years. The period of time to acquire title to a mine is summed up in the following:—(1) For denouncing, 90 days after notification has been given. (2) For delivering the instrument which the party concerned should receive ordering the conveyance of possession. the time of the distance, and 20 days more. (3) Time that notice announcing conveyance shall remain posted is 21 days. (4) Time allowed to petition for possession is 60 days after removal of the notice. (5) The possession of a mine having been petitioned for, a decree shall be issued within the following 24 hours ordering that possession be conveyed within a period which shall not be before five days, nor more than 40 days from the date of the said decree. (6) The petition asking that title be given shall be made within the 60 days following the conveyance of possession.

All the proceedings relating to mines must be in Spanish, on stamped paper of the first class, with the exception of powers of attorney which are given to petition for and receive possession, or for any other writs relating to these matters, and the title of ownership of the mine. These latter documents may be made on stamped paper

of the third class. The copy of notification accompanying the instrument of denouncement shall be made on common paper.

The taxes on mines according to Law 88 of 1904 are for each mine denounced, $10 Panama currency; to obtain the right of proprietorship title, $25 Panama currency. The annual taxes are: On mines of precious stones, $10 Panama currency per square kilometer, and in proportion according to length of mines. On alluvial mines, $10 Panama currency for each 25 kilometers. Portions not exceeding five kilometers will have to pay $2, and proportionately in excess of this measurement up to 25 kilometers. On quartz, or vein mines, $5 Panama currency for each appurtenance 600 meters long by 240 meters wide. The right to a mine is lost when the tax is not paid punctually. The tax can be paid in advance for any number of years desired. Owners to titles on mines not in litigation, can secure permanent ownership, exempt from future taxation, by paying in advance the corresponding taxes for 20 years. Taxes commence from date of possession.

FINANCES. Panama is one of the few countries in the civilized world to-day that is without a national debt. She started off from the jump with a nice little sum in the Government exchequer; has most of it yet, pays her running expenses with something left over, and has expended quite a sum throughout the republic on public improvements during the past four years. She can look on and smile at the other South American countries which are continually dodging the international collectors. The future looks rosy too, especially when it is considered that it won't be so many years now before Uncle Sam begins paying Panama her annual quarter of a million in cold cash. The Government at the present time has $7,700,000 gold loaned on first class New York mortgages, from which during the year 1907, interest was derived amounting to $294,000.

The Government financial statement for the calendar year 1907 makes a particularly excellent showing. The total revenues from all sources amounted to $2,439,301.68 gold, derived from import duties, and internal imposts, a considerable increase over the previous year. The following table shows the revenue from imports for the years 1906 and 1907 :—

	1906	1907
On articles subject to 10 per cent. duty	$ 593,657.26	$ 757,984.90
On importation of liquors	317,078.48	438,290.10
On importation of tobaccos and cigarettes	45,847.70	205,478.83
On importation of salt	4,664.81	7,669.40
On importation of matches	11,000.00	19,563.38
On importation of coffee	11,553.47	27,412.70
Total	$ 983,801.72	$ 1,453,399.31

This shows a net increase of $472,587.59 over the year 1906. This should be an index of the healthy condition of commerce in the republic, as the item of revenue increase means a proportionally large increase in the value of the imports.

In addition to the above, opium produced a revenue of $3,186 55 ; native distillation of liquors, $ 25,441.87; head tax on cattle. $127,593.77 ; tax on exports, principally bananas, $43,083.79 ; sale of stamped paper, $51,197-.44 ; mining rights, $2,629.65 ; patents and privileges, $1,795.00; registration fees, $6,078.17 ; consular fees, $89,518 13 ; post-office. $63,420.95; telegraphs and telephones, $5,055.22 ; postal commissions, $8,971.02 ; lottery, $63,000.00 ; steamship companies; $10,875.57 ; pearl fisheries, $600 ; national property, $9,718.02 ; retail liquor licenses. $84,829.50 ; importation of cattle, $10,841.50; money changers, $5,957.50 ; public market for month of December, 1907, date it was turned over to the city $2,252.02 ; lighthouses in Colon, $3,530.63 ; miscellaneous, $62,781.06.

"Hello: Where are you going, John?
John: "I am making a trip to Panama to see

Misteli, the Swiss Jeweler,

In Order to Select a Good Wedding Present."

JOHN'S FRIEND: "WELL! WELL! YOU ARE GOING TO

THE BEST PLACE,

BECAUSE HE ALWAYS CARRIES THE FINEST ASSORTMENT IN STERLING SILVER AND SILVER PLATED WARES FROM THE LARGEST AMERICAN AND EUROPEAN MARKETS."

WE DO HIGH GRADE REPAIR WORK.

MOUNTING STONES, A SPECIALTY.

MISTELI'S, No. 87 CENTRAL AVE.

Telegraphs and Telephones.

The telegraph and long distance telephone system of the country is the property of the Panama Government, and extends from Panama to David in Chiriqui. The system is divided into six sections as follows:—Panama to Chame, Chame to Aguadulce; Aguadulce to Soná, Soná to Remedios; Remedios to David, and Santiago to Las Tablas. The total line mileage is about 600 miles. The pole construction is of iron and hard woods, and an open circuit is used. A new line is now being constructed between Empire and Chorrera, which will do away with the use, except for local business, of the present line via. Corozal and Arraijan. A new telegraph line is also being built connecting Las Palmas and Pedasi in the province of Los Santos, and La Pintada in the province of Coclé. The headquarters of the system is at Panama, and is in charge of Mr. Ernesto T. Lefevre, as Director General. The rate on a ten word message is ten cents gold.

Following is a complete list of the Panama Government telegraph and telephone offices:—

TELEGRAPH OFFICES.

Central Headquarters	Panama	....Avenue B.
Aguadulce,	Los Santos	
Antón	Macaracas	
Capira	Parita	
Chame	Pononomé	
Chitré	Pesé	
Chorrera	Pocrí	
David	Remedios	
Horconcitos	San Carlos	
Las Palmas	Santiago	
Las Tablas	Soná.	

TELEPHONE OFFICES.

Arraiján	Ocú
Guararé	San Félix and Las Lajas.
La Mesa	Tolé
Natá	

The Panama Railroad Company operates an extensive system of telegraph and telephone lines along the line of railway, which also ramifies throughout the canal works. This consists of a line of 18 wires from Colon to Culebra, and of 24 wires from Culebra to Panama. Eleven telephone exchanges and 32 telegraph offices are maintained. Total number of subscribers, about 850, mostly in canal offices. One wire of this system is used as a through circuit from New York to Buenos Aires. The cost of a ten word message across the Isthmus is 25 cents gold.

There is also a local telephone exchange in Panama city operated by private capital under concessionary privileges. It has about 300 subscribers. Colon is the site of the only wireless telegraph station on the Isthmus. The nearest other station is at Puerto Limon, with which connection is regularly maintained. The Colon station is equipped with De Forest apparatus.

Cables. Three lines of cable communication reach the Isthmus. Two belong to the Central and South American Telegraph Co., and the other to the West India and Panama Co. The new "All American" cable establishing direct communication between Colon and New York was laid during 1907, the work having been completed in July. Offices of the cable companies are maintained at both Panama and Colon.

Post Offices. With the exception to points on the Panama Railroad, in the Canal Zone, the transportation of mails on the Isthmus is almost wholly dependent on water communication. The National Navigation Company has the contract for carrying the mails on the Pacific side, and maintains a regular itinerary. From the ports, mail is carried into the interior by horseback. The headquarters of the postal system is in Panama city, with Mr. Samuel Boyd in charge as Postmaster General. Domestic mail rates of the United States applies to mail matter sent from there to points in the Republic of Panama, and the Canal Zone, although this does not seem very well understood by the merchants and manufacturers in the former country. The letter postage rate from the Republic of Panama to points in the United States is two and a-half cents gold. Panama being in the Postal Union the parcels post regulations govern, the rate being 12 cents per pound. The interior parcels post rates are 10 cents gold for one pound, and 35 cents gold for the maximum weight allowed, viz, 11 pounds. The post—offices of the Republic are as follows:—

Aguadulce, Prov. of Coclé
Anton, Prov. Coclé
Arraiján, Prov. of Panamá
Bastimentos, Prov. of Bocas del Toro
Bocas del Toro, Prov. of Bocas del Toro
Boquete, Prov. of Chiriquí
Capira, Prov. of Panamá
Chagres, Prov. of Colón
La Palma, Prov. of Panamá
Las Minas, Prov. of Los Santos
Las Palmas, Prov. of Veraguas
Las Tablas, Prov. of Los Santos
Los Pozos, Prov. of Los Santos
Los Santos, Prov. of Los Santos
Macaracas, Prov. of Los Santos
Nata, Prov. of Coclé
Ocu, Prov. of Los Santos
Otoque, Prov. of Panamá

Chepigana, Prov. of Panamá	Panamá, Dist. Capital
Chepo, Prov. of Panamá	Parita, Prov. of Los Santos
Chame, Prov. of Panamá	Pedasí, Prov. of Los Santos
Changuinola, Prov. of Bocas del Toro	Penonomé, Prov. of Coclé
Chiriquí Grande, Prov. of Bocas del Toro	Pesé, Prov. of Los Santos
Chitré, Prov. of Los Santos	Pocrí, Prov. of Los Santos
Chorrera, Prov. of Panamá	Remedios, Prov. of Chiriquí
Colón, Prov. of Colón	San Carlos, Prov. of Panamá
David, Prov of Chiriquí	San Félix, Prov. of Chiriquí
Dolega, Prov. of Chiriquí	San Miguel, Prov. of Panamá
El Real, Prov. of Panamá	Santiago, Prov. of Veraguas
Guararé, Prov. of Los Santos	Sixola, Prov. of Bocas del Toro
Horconcitos, Prov of Chiriquí	Soná, Prov. of Veraguas
La Mesa, Prov. of Veraguas	Taboga, Prov. of Panamá
	Tonosí, Prov. of Los Santos
	Tolé, Prov. of Chiriquí.

Schools.

Schools are well distributed throughout the settled portion of the country, but in these only the primary grades are taught. The capital, however, offers excellent facillities for education in the higher grades in the following six institutions:—Normal School for girls; Normal School for Young Men; National College of Language and Commerce; Superior School for Young Ladies; Superior School for Young Men; National School of Music and Declamation, and School of Arts and Sciences. A school is also maintained in Panama city for the education of San Blas Indian boys. There are a number of private schools and colleges in addition to the above, a list of which will be found in the directory part of this volume. The Department of Public Instruction is in charge of Mr. Melchor Lasso de la Vega, who is indefatigable in his efforts toward building up the schools of the Republic. The degree of illiteracy among the true Panamanian class is surprisingly small, especially in the cities, much less so than in some localities in the Southern States. There are very few indeed that cannot read or write. A large number of new school houses have been erected in the several provinces since the new Republic was formed, and each year witnesses an increased interest in the cause of education. The number of schools, teach-

TABLEAU OF THE NATIONS BY PUPILS OF THE COLLEGE OF SAN JOSE.

ers employed, enrollment, and average attendance in the schools of the Republic in 1906 was as follows:—

Province	No. Schools.		No. Teachers.	Enrollment.	Av. Attendance.
Bocas del Toro	10		13	447	356
Coclé	15		24	839	637
Colón	24		32	1020	870
Chiriquí	29		37	1348	1087
Los Santos	33		42	1405	1211
Panamá	46		45	1982	1524
Panamá (Dist. Cap.)	6	(Schools)	35	1418	1041
Panamá (Dist. Cap.)	6	(Colleges)	37	660	660
Veraguas	24		31	950	730
	193		296	10,069	8,116

National Currency.

At the time of the secession, the Colombian silver peso, and fractional denominations thereof, constituted the principal money in circulation on the Isthmus. This had a fluctuating value according to the current rate of exchange. The money changers usually gave $2.10 Colombian silver for $1 gold, but in commercial transactions the rate sometimes went as high as $2.15. Colombian paper, having a value of one cent gold to the dollar, was not accepted as legal tender. The present currency is known as the "Balboa" series, the balboa being a fictitious unit of value representing $1 gold. The highest actual denomination at present is the silver peso. or half-balboa piece, the value of all Panama silver currency being half the value of the same denominations in American gold. The other coins in circulation are the silver 50-cent piece, the 20-cent piece, the 10-cent piece, a nickel five cent piece, being its actual goldvalue, and a two and one-half cent nickel piece, worth that amount in gold. With the original coinage, was minted a quantity of silver 5-cent pieces, which went out of general circulation in a very short time owing to their great demand for souvenirs and ornaments. Quite a speculation was carried on in these minute but handsome coins, and some people are known to have made several

hundred dollars in this way. American gold and silver coins down to the 10-cent piece are in general circulation, quite as much so in fact, as the local currency. American five cent pieces and coppers are not accepted.

Races. The population of Panama presents a variety of types. There are the native Indians, or aborigines; the mestizos consisting of a mixture of white with Indian; the mulatos, a mixture of white with negroes; the zambos, a mixture of negro with Indian, and as yet an unclassified type consisting of a mixture of Indian and negro with Chinese. Several Indian tribes are scattered about the Isthmus, the chief being the San Blas and Darien. The latter are jealous of intrusion and do not allow foreigners to enter their territory. Many stories are told of narrow escapes by those who had the temerity to disobey the injunction. The San Blas Indians are a peculiar race. They are very small in stature, with abnormally large heads, normal bodies and undersized legs. The youths are allowed to leave the tribe and seek employment in civilized communities, but are required to return after a certain age. The women are rarely seen abroad. Some of the wild tribes still adhere to cruel customs. Not long since some Indians from one of the western provinces were brought to Panama for trial upon the charge of burying a mentally afflicted member of the tribe alive. In addition to the above, there are the native white residents, white North Americans and Europeans, and a sprinkling of nearly all the principal races on the face of the globe. By the law of 1904, Chinese, Turks and Syrians were debarred, but the Chinese were already here in large numbers, and practically control the retail trade in groceries.

Weights and Measures. The legal weights and measures are those of the metric system, but custom has introduced others. The American pound weight is now commonly used. In measures of length the pulgada (inch), and pie (foot) is used instead of centimeters and decimeters, but beyond this the meter and kilometer of the met-

ric is resorted to. The liter is used instead of the quart measure, but the gallon is frequently referred to. In measures of surface, hectares is the only metric measurement in common use. There is really no warrant for the use of the word "ya da," meaning the American yard measurement, yet it is in common use in every dry goods store in Panama and Colon.

Tariff Differences.

When the United States Government assumed control of the Canal Zone, one of its first acts was to apply the Dingley tariff. Under this interpretation of the treaty, goods entering the Canal Zone from the United States were admitted duty free, but goods entering the Canal Zone from the Republic of Panama were made subject to the same tariff regulations as merchandise from any other foreign country. It was quickly seen that a merchant doing business in the Zone, and getting his goods from the United States free of duty could easily place himself outside the pale of successful competition from one in Panama, or Colon, who was at that time required to pay a duty of fifteen per cent. gold on all merchandise imported, whether from the United States, or European countries. This caused a strong protest to be made. Two other disputed questions came up at the same time, viz, control of the customs and the post-office revenues. The feeling became very bitter, and Secretary Taft was delegated to visit the Isthmus and investigate the matter. On December 6, 1904, speaking before the populace from the balcony of Hotel Central, he said :

> "The order which I signed, for which I alone am responsible, and which was put into effect against the wishes of General Davis, Governor of the Canal Zone, namely, the order enacting the provisions of what is commonly known as the Dingley tariff bill, into a law on the canal strip, I confess to have been a great mistake."

The American Government also changed its position in the matter of customs and post-office revenues. All incoming boats are now boarded by Panamanian customs officials, while the Zone Government purchases its stamps of

the Panama Goverment at 40 per cent. of their face value. In return, it was stipulated that Panama should reduce its rate of duty from 15 to 10 per cent., and to abolish the one per cent. tax on exports of gold coin. Under the subsequent tariff agreement, goods entering either the Canal Zone, or Republic of Panama (except goods designed for canal purposes), were subject to the duty of ten per cent.

Local Navigation Laws.

The navigation laws of Panama are very liberal and favor enrollment of merchant craft under its flag. Before a merchant vessel can be nationalized however, it will be necessary for the owner to have a paper drawn up by the consul of the country under whose flag it previously sailed, relinquishing its former rights and privileges. Application can then be made in due form of the Secretary of Hacienda for enrollment on the register of Panama. Passengers who wish to embark at night from the port of Panama for foreign points are required to have a permit for the transport of baggage and privilege of embarking. This can be obtained at the office of the Captain of the Port, Seventh Street and North Avenue. At Colon, passengers can embark on steamers alongside the wharf at night by simply giving name and showing ticket, but if the vessel is at anchor, passengers will have to get a permit of the Captain of the Port before going on board.

Army Disbands.

Differences arising between Gen. Esteban Huertas, commander of the Panamanian military forces, and the Panama administration led to the disbandment of the army in November, 1904. The trouble culminated on November 17, when General Huertas, acting, it is said, at the instigation of enemies of the administration, withdrew military protection from the President's person, and would probably have seized the reins of government had not the plot been discovered in time. The tenseness of the situation was of brief duration, but to insure protection to resident Americans, the marines were transferred to Ancon, while the *New York, Marblehead*,

Boston and *Bennington* rode at anchor in the bay. Within a few days after the trouble, the army consisting of about 400 men, was disbanded, and their firearms turned over to the Zone authorities for safe keeping. At the same time, nearly all the guns on the seawall were dismounted. With the disappearance of the army, the police force was largely augmented.

Gen. Huertas. After the disbandment of the army, Gen. Huertas retired to his country home near Aguadulce, where he has since been quietly residing. The general is very popular with all classes, and has a strong following. His military career is a record of a courageous and painstaking soldier, for which from time to time, he received merited recognition. He was born at Umbita, Colombia, May 28, 1872, entered the army when but nine and one-half years of age, and from 1885 to 1903 took part in no less than 35 engagements—22 land battles and 13 sea fights. At the battle of Anchicaya, under Gen. Alban, the Colombian commander, he assisted in placing a cannon while under fire from the enemy, and lost his hand in the effort. The year 1885 found him a drummer boy, from which position he arose step by step until in November, 1902, he was promoted to the grade of General. He was the keystone to the secession movement in 1903, and for this valuable service was made commander of the Panamanian forces. The first Assembly voted him a leave of absence, and appropriated $50,000 gold for expenses. He visited Europe and was well received everywhere. After the trouble in November, 1904, he was granted a pension of $500 silver per month. Gen. Huertas is to-day a warm friend of the government and of law and order.

Elections. The election of the President takes place this year. The people vote on the second Sunday in July for presidential electors. On August 30, the votes are canvassed, and the successful electors then proceed to ballot for a president. The latter takes his seat on October 1 for a period of four years.

The visitor to the Isthmus ordinarily loses much time and patience in being compelled to make inquiries at nearly every turn, and in finding out for himself the things he should be able to post up on beforehand. It is the aim of the *Pilot and Guide* to afford tourists and travelers a certain amount of general information of this nature as will tend to make their visit a more thorough and pleasant one.

Quarantine. The Isthmian quarantine regulations are very strict and must be complied with to the letter. Incoming vessels must fly a yellow flag (Q) at the fore and await quarantine inspection at the anchorage designated. The flag must not be lowered until pratique is granted by the quarantine officer. The captain of such vessel must not allow any boat or other craft, except that of the officers of the port, to approach within 200 meters, or allow anything to leave the vessel. Vessels however, arriving at the ports of Colon and Cristobal are allowed, at the discretion of the Quarantine Officer, to come alongside the wharf for inspection except when they have sickness on board, or are from ports infected with quarantinable diseases, unless they have proper certificates showing that they have not lain at an anchorage exposing such vessel to infection. Vessels arriving at night must anchor in the bay and not come to the wharf for inspection before daylight.

Bills of Health. Vessels entering the ports of Ancon, or Cristobal from any foreign port where there is a United States consular officer must present a bill of health of the same character and form as is re-

LARGE ASSORTMENT OF SPECIAL JEWELRY.

FINE LINE of PANAMA HATS.

D. FORERO.

No. 34, BOTTLE ALLEY, COLON, R. P.

Importer of the Celebrated COLOMBIAN CIGARS Made from the High Grade Tobaccos of Ambalema and Santander.

A TREAT TO ALL LOVERS OF THE WEED.

WHOLESALE AND RETAIL.

CALL FOR GUAVA VELEZ-A DELICIOUS CONFECTION

quired of vessels entering the ports of the United States from foreign ports. Such vessels having entered or called at an intermediate port must also present a supplemental bill of health. The penalty for non-observance of this regulation is a fine of not to exceed $500, the amount to be fixed by the courts.

Yellow Fever. Passengers on vessels coming from ports infected or suspected of being infected with yellow fever will be handled as follows: If immune, and so certified, they will be admitted without restrictions. Others will be held in observation to complete six full days from date of last exposure to infection. Vessels arriving with cases of yellow fever aboard will be treated in accordance with the source of infection. If not contracted on board, they will be disinfected and may be given pratique at once, otherwise, the vessel will be disinfected and the personnel held under observation six full days after completion of disinfection.

Vaccination. All passengers must present satisfactory evidence of protection from small-pox, either by previous attack, or by vaccination. If the vaccination is not sufficiently recent, it will be necessary to be vaccinated again. Some of the inward bound steamers, notably the

Panama Railroad, boats afford an opportunity to passengers to be vaccinated before landing.

Plague Ports.

Passengers from plague-infected ports must furnish a certificate from medical officers attached to the U. S. Consulate at port of departure, if such an officer is on duty, stating the locality in which the person has resided, and whether in the opinion of the medical officer such locality or house is presumably afflicted with plague. This certificate must be presented to the quarantine officer on inspection and will be weighed as evidence as to whether further observation of passenger is advisable or necessary. If the certificate of the passenger shows that he has not resided in a badly plague-infected environment for five days immediately preceding embarkation, he will not be detained under observation for a longer period than to complete five days from date of departure. Such passengers as have resided in a badly plague-infected environment may be detained under observation for a sufficient period to complete seven days, or even ten days from date of departure. Passengers in transit who can embark at once in continuing their journey, will be allowed to land and proceed even if the five days have not been completed, provided however, that such passenger has been certified by the medical officer as not having resided in an infected environment, and the provision regarding baggage has been complied with. Baggage of passengers must be passed, or disinfected, if in the opinion of the medical officer such treatment is necessary, and be labeled at port of departure. The crew of the vessel will be detained on board to complete at least five days, or longer, if deemed necessary. These regulations only apply to vessels which have not had sickness suspicious of plague on board at port of departure, during the voyage, or on arrival, and that have not had a suspicious mortality among rats on board. Ships infected with plague, or suspicious of being infected will be treated in accordance with existing quarantine regulations. Grain, bran, and bird

WHEN PLANNING FOR AN EXCURSION TRIP ON THE WATER DON'T FAIL TO CONFER WITH **Pinel Bros,**

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Only Firm Catering to Excursion Business on the Isthmus.

Steamers in service: *David*, *Veraguas*, *Los Santos*, *Boyacá*, *Coclé* —Gasoline Tow Boat: *Zapador*.—Gasoline Launches: *Aurora*, *Independencia*, *Campo Serrano* *Princesa*. Office No. 111 North Ave., Panama, R. P.

seeds shipped from ports infected with plague should not be received as cargo, and will not be allowed to be landed at the ports of Panama, or the Canal Zone.

Undesirable Persons.

(Decree No. 37 of the Republic of Panama,) dated March 17, 1906, provides that no foreigner will be allowed to land unless he has in his possession a sum of money of not less than $15.00. This provision does not apply to laborers contracted for by the Isthmian Canal Commission. Foreigners will not be admitted to the Isthmus who are incapable of earning a livelihood by manual labor, unless they can show that they have other means of providing for themselves. Navigation companies bringing such immigrants will be compelled to return them at their own expense, and if clandestinely introduced, will be fined from one hundred to five hundred dollars.

Transit Passengers.

The term "transit passenger" applies to persons who stop on the Isthmus for a short period of time and proceed to their destination at an early date. The regulations governing immigration to the Canal Zone will apply to passengers claiming to be in transit. All persons claiming to be in transit, found to be included in the prohibited classes as specified in the immigration regulations, or in such physical or financial condition as to render them liable to become a public charge

THE O. K. HOTEL
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GATUN, CANAL ZONE.
BEST PLACE IN THE CITY TO GET A SQUARE MEAL.
Select Stock of Wines, Liquors and Cigars Constantly on Hand.
DONT FAIL TO GIVE US A CALL WHEN IN GATUN.

on the Governments of the Republic of Panama or the Canal Zone, will not be allowed to land until they satisfy the officers that they can reach their destination in accordance with the laws of the country to which they are going, and that they are financially able to do so. Persons falling under the provisions of the foregoing will be required to proceed to their destination by the first available transportation. Any persons of the prohibited class who are unable to reach their destination, and who would thereby become residents of the Isthmus, will not be allowed to land until a satisfactory guarantee is given by the steamship company that said person, or persons, will not become residents of the Isthmus, or a public charge in Panama, or the Canal Zone, and if said guarantee proves ineffective, within the meaning of these regulations, such persons must be deported at the expense of the steamship company that brought them, even though they have been allowed to land. Steamship companies bringing such persons, and refusing to furnish a guarantee, will be required to maintain them on board, and to deport same at their own expense.

Prohibited Classes.

The letter of instructions from President Roosevelt, issued May 9, 1904, provides that the Commission shall have power to exclude from time to time from the Canal Zone, and other places on the Isthmus over which the United States has jurisdiction, persons of the following classes who were not actually domi-

ciled within the Zone on the 26th day of February, 1904, viz., idiots, beggars, persons afflicted with loathsome or dangerous contagious diseases; those who have been convicted of felony; anarchists; those whose purpose it is to incite insurrection, and others whose presence is believed would tend to create public disorder, endanger the public health, or in any manner impede the prosecution of the work of opening the canal, and may cause any and all such newly arrived persons, or those alien to the Zone, to be expelled and deported from the territory controlled by the United States. Dr. J. P. Perry is the Chief Quarantine Officer on the Isthmus, his assistants being Dr. Claude C. Pierce at Colon, and Dr. Fleetwood Gruver at Panama.

Arrival. After quarantine inspection comes the customs examination by the Panama officials. This is usually accomplished on the docks after the baggage has been taken off. All that it is necessary to do is to notify the customs officer that the baggage is ready, and the examination will be made at once. The next step is to get the baggage transferred to the desired point. The Isthmian Baggage Express Company are entirely responsible and will transfer to the railroad stations or any point at Colon, Cristobal, Panama, or Ancon. If carts, or porters are hired, the traveler will do well to consult the authorized tariffs appended to this article. The Panama Railroad steamers land at Dock 11 at Cristobal, while the other steamers land at the docks in Colon. Travelers landing at Colon will find it more convenient if they intend crossing the Isthmus to take the train at the Colon depot, only a short distance away. Travelers landing at Cristobal, will take the train at the Cristobal depot. Official time table as of February 1, 1908, will be found in another part of this article.

Points Of Interest. For the information of tourists and sight-seers the following points are mentioned as worth visiting:—

COLON—The Washington House and beach promenade. Colon Hospital. Colon wireless station.

CRISTOBAL—Roosevelt Avenue and Cristobal Point. Statue of Columbus and Indian girl. This bronze statue was presented to Gen. Mosquera of Colombia, by the Empress Eugenie in commemoration of the discovery of the Isthmus by Columbus. During French canal times, the statue was turned over to Count de Lesseps who had it removed from Colon and placed at Cristobal Point. Other points of interest in Cristobal are the new dry dock, offices of the Division of Material and Supplies, occupying one of the old De Lesseps' mansions, the French entrance to the canal, now abandoned in favor of the direct waterway from Gatun, Cristobal club house, hotel, commissary, etc

MOUNT HOPE —Site of the largest storehouse on the Isthmus in charge of the Division of Material and Supplies, partly destroyed by fire in 1907, but rebuilt and now practically fireproof. Pumping Station. Site of tanks of Union Oil Company. Immense railroad yards. Near here is the famous Monkey Hill cemetery.

MINDI—Home of Gov. Porfirio Melendez of Colon.

GATUN—Site of the great dam, triple flight of locks and spillway.

AHORCA LAGARTO—(hanging alligator).

BOHIO—Site of the proposed dam of the French company.

FRIJOLES (Beans)—Water from creek at this place formerly used during dry season to supply Colon.

TABERNILLA—Site of one of the great canal dumps.

BARBACOAS—The railroad crosses the Chagres at this point.

BAILAMONOS—(Dancing monkeys.)

MAMEI—From the Isthmian fruit of this name.

GORGONA—One of the prettiest settlements on the line. Near here is the great machine shops where repairs to canal equipment are made. The main trail across the Isthmus before the days of the railroad passed through here.

MATACHIN—Origin of name in dispute. Popularly believed to mean "Kill Chinamen," from unusual mortality among the Celestials at this point employed in the construction of the Panama Railroad.

BAS OBISPO—Pretty settlement on the Bas Obispo river. Site of the second largest cutting in the canal. Near here is Camp

Elliott, where U. S. Marines are stationed. The first American flag on the Zone floated at this point.

LAS CASCADAS--Site of great yards, coal chute, etc.

EMPIRE---The largest settlement on the Zone. Site of Empire shops, the disbursing and auditing offices of the commission. Has fine club house, good hotels etc.

CULEBRA---The engineering headquarters of the commission. Site of the great Culebra cut. Administration Building is on the hill, and can be reached from the railroad station by a short walk, either by road or cinder path. Cut half mile from railroad station over the hill.

RIO GRANDE---Site of the reservoir that supplies Panama with water. Seen to right of railroad track coming toward Panama. Site of air compressor plant.

CUCARACHA (Cockroach)---Site of great labor camp.

PARAISO (Paradise)---Site of machine shops and other canal works.

PEDRO MIGUEL---Site of large railroad yards. At this point the southern cutting of the Culebra Division terminates. Site of one lock.

MIRAFLORES---(Look at the flowers) Site of the Pacific dam, and two locks.

COROZAL---Practically an American suburb of Panama. Headquarters of Pacific Division, Lock and Dam construction.

ANCON--Zone government capital. Site of Zone administration building, the magnificent Ancon Hospital, insane asylum, officers' and employes' quarters, Hotel Tivoli, the largest hostelry on the Isthmus, etc. Within easy riding, or walking distance from railroad station in Panama.

PANAMA---Capital of the Republic. Points of interest: Ruins of Santo Domingo church and Jesuits' college on Avenue A. Note flat arch in church of Santo Domingo, a miracle of early day architecture; the seawall; the Cuartel; the new Government palace and theatre; the parks of Santa Ana, San Francisco, and Cathedral Plaza; the public market on North Avenue, the boat landing on North Avenue; the cemeteries on the La Boca road, etc.

LA BOCA---Site of Pacific entrance to canal, P. R. R. docks, etc.

MANICURING PARLORS.

Ancon Boulevard, near Fourth of July Street, Panama, Republic of Panama.

This Establishment is Open Every Day from 8 a. m. to 10 p. m.

Steam and Vapor Baths.--Scalp Treatment and Shampoos.--Hand and Facial Electric Massage.--Attendants for Manicuring, and Body Massage.

PHYSICIAN IN ATTENDANCE.

Only Place in the City Devoted to Massage Treatment and Manicuring.

Side Trips.

The following side trips are full of interest, and will enable visitors to get a good idea of the country:

Trip down the Chagres River to Fort San Lorenzo by launch.

Trip by boat from Colon to the historic ruins of Porto Bello.

Trip by easy stages through the Culebra cut.

Trip to Old Panama, five miles from the present city. This can be made either by boat, or by coach. The latter takes one through the Sabanas, a very pretty stretch of country dotted with summer homes. Before visiting Old Panama, travelers should read its description in another part of this work.

Ride through Ancon Hospital grounds around Ancon Hill to La Boca, and back via the old road from La Boca.

Trip to the island of Taboga. Arrangements for transportation can be made with Pinel Bros.

Trip by boat to the Pacific entrance of the canal near La Boca.

Trip to west coast points of the Republic by boats of the National Navigation Company, Pinel Bros., agents. To travelers able to spend a few weeks on the Isthmus this trip is especially recommended. It will afford a splendid opportunity of seeing one of the richest sections of the country, and of having some good sport with the rod and gun. The National Navigation Company is a purely local enterprise and in addition to its other business, purposes to cater to the excursion trade. It will have a couple of new twin-screw steamers in service in the early part of 1908, especially fitted up for excursion traffic. The company has recently issued an interesting pamphlet

containing a description of points touched by their line of steamers, from which we make the following extract :

CHORRERA. Chorrera has a good entrance, splendid rivers and extensive plains. There is a hotel at this town with modest accommodations for guests. The steamers of the National Navigation Co. will touch at this port twice a week. There is a beautiful waterfall near the town.

CHAME. This place has good pastures and deep narrow rivulets. The village of the same name is a desirable place for convalescents, and the climate is very agreeable, being much cooler than that of Panama city. Near the town are hot springs, the waters of which are very beneficial to sufferers from rheumatism.

SAN CARLOS. The port of San Carlos is a seacoast town of some commercial importance. There is a good cattle market here, and a trading station for the Indians.

DARIEN REGION. This region is one of the most famous in the Republic, and abounds in mines and timber. There are vast quantities of high grade woods in mahogany, cedar, cocobolo, and a variety of other hard woods. This section of the country would afford a splendid place for the investment of capital. It is exceptionally rich in tropical products, especially, in rubber, ipecac, and ivory nuts, in addition to the above-mentioned articles. The Darien Gold Mining Company of London, has for the past twenty years been working the well known mine of Caná. This mine has been very productive ever since it has been worked, and a considerable quantity of gold has been taken out each year. This company like many other corporations, operating in the tropics, has encountered its share of difficulties, but its present outlook is more brilliant and prosperous than ever.

CHEPO. This town is situated on the Mamoní River, one of the prettiest outlets to be seen anywhere. It is within three miles of the Bayano River which is a beautiful large stream flowing for many a mile

through a rich country of forests. The temperature in this section is most agreeable, the days being warm and the nights so cool that it is necessary to use blankets for a covering. The soil is rich and fertile and well adapted for the cultivation of sugar cane. A concession has recently been granted by the Panama Government to certain capitalists of the Republic for the planting of a vast section of this land for the purpose of raising sugar cane, and within a few years this will be a very important industry in that section. The Bayano River Lumber Company, an organization of American capitalists, has cleared a vast tract of timber land bordering on the Bayano River, the land commencing at about fifteen miles from the mouth of the river and extending about ten miles further up. This company now has a saw-mill on the ground, and has purchased railroad track, locomotives and cars, and, will within a short time take out the timber from the forest. The industry will give employment to a large number of men, and the timber will be brought to Panama and sold in this market, the finer grades going to Europe and the States. This demonstrates what the National Navigation Co. has contended all along, namely, that foreign capitalists have up to the present time been unaware of the important resources of the Republic of Panama.

COCLÉ PROVINCE.

The province of Coclé is about one hundred miles to the north of Panama. Here the boats of the National Navigation Co. have been making regular weekly stops at the two most important ports, Pescaderias and Aguadulce. In order to reach the valleys of Anton and the civilized capital of the province, the city of Penonomé, travelers to a great extent prefer the port of Pescaderias to that of Aguadulce. The port however, is rather shallow, and owing to strong winds at certain times of the year, it makes it a rather difficult matter for passengers to land. However, the National Navigation Co. has, to a certain extent, overcome this difficulty and passengers are now able to disembark with perfect safety. Anton is

"La Guerra en el Istmo"
por Don'ldo Velasco

LOS viajeros que desean conocer los grandes acontecimientos ocurridos en el Istmo en estos últimos años, deben acompañarse de esta obra llena de Notables Relaciones y Descripciones Interesantes. Se halla de venta en todas las librerías y principalmente en la Imprenta del *Star & Herald* Avenida Sur, No. 11, y en la imprenta "Santa Ana", calle 17 Oeste No. 51. La obra, cada tomo vale $3.20 al detalle. POR Mayor se Hacen Liberales Reducciones.

DONALDO VELASCO.

"The War on the Isthmus"
by Donaldo Velasco

TO travelers who desire to know the IMPORTANT HAPPENINGS on the Isthmus during the past few years, should be Accompanied by the above valuable and interesting work which is full of notable events, lively descriptive Matter, and numerous illustrations. This book is on sale at all the principal book stores; also at the *Star & Herald* Office, and in the "Sta. Ana" Printing House, No. 51 East 17th Street.
Price $3.20 silver

about two miles distant from the port of Pescaderias, and has good facilities for the raising of cattle and other native products of the Republic. Up to a few years ago Anton was the principal cattle center of the Republic, but the late war of the rebellion destroyed the industry. This section is now recuperating and promises to be an important place.

AGUADULCE. This port is one of the principal ports on the coast; it is easy of access and is in the center of the Province of Coclé. A good macadam road leads from the coast up to the town, and communication is made convenient by the means of carriages, while there is a sufficient supply of carts for the heavy traffic. The road extends further west from Aguadulce to Santiago, a distance of about forty miles. The latter town being located in the Province of Veraguas, is an important center. This section of the Republic is destined to become very important within the near future, as it is through this region

that the proposed Pan-American railroad will extend. A proposition was presented to the Panama Government at the last Congress for the purpose of building a railroad from David to Aguadulce extending through Santiago, but as the conditions were not yet ripe for the taking up of this enterprise, no contract was effected. The Government has, instead, recently given a contract to certain parties for establishing an automobile passenger system to run from the port of Aguadulce to Santiago. This will afford modern means of rapid communication. The soil of the country is rich and productive, and a considerable amount of products are shipped to Panama, such as hides, corn, rice, beans, live-stock and salt.

LOS SANTOS PROVINCE.

The town of Chitré has been growing very rapidly within the past few years. The natives are an industrious class and there are several owners of small sailing vessels which make frequent trips to Panama. This port is one of the leaders in freighting opportunities, and it is the center of all traffic to and from La Villa, Parita, Pesé, Ocú, Los Pozos, and Las Minas. There are small factories in the neighborhood for the making of bricks and tiles. The soil is especially good for this purpose, and if it were conducted on a larger scale, a considerable industry could be built up.

LA ARENA.

This town is within a short distance of Chitré, and of some importance in the manufacture of earthenware, etc. Owing to the scarcity of forests, there is a lack of rain, but if a system of irrigation was adopted, the soil could be made unusually productive. Notwithstanding this drawback however, considerable progress has been made in agriculture of late years with the use of modern implements, and the outlook for La Arena is promising; wind mills could be employed to good advantage. From the foregoing brief description, it will be seen that the different sections named are each especially adapted for the production of certain articles of commerce, and considering the ancient methods which were in use until

a very recent date, we might say that with a little science and the application of modern ideas, a great amount of progress could be made. The soil of these different places is rich enough to grow two, and sometimes three crops per year of certain products; the forests of the Republic are in their virgin state, the mining industry has been left off where the Spaniards of olden days stopped it. It is now time for capitalists to come to Panama and develop the rich resources which we possess. Continuing with the schedule of the National Navigation Co., in the province of Los Santos, we next touch at the ports of Guararé, Mensabé and Bucaro. The two first-named are the landing places for the town of Las Tablas. Probably the greater quantity of eggs, poultry, hogs, cattle, rice, corn, etc., brought to Panama for consumption in the city and in the Canal Zone come from these places. This section is also noted for its pretty women, whom it is said wear the native dress—the pollera,—with more grace than any of the other native women. At Mensabé, the harbor is well sheltered and quite deep, admitting steamers of more than the ordinary draft.

TONOSI. Bucaro is the port of the town of Tonosi, one of the most beautiful spots in the Republic. At a short distance from the coast are found mines, forests of cedar and mahogany, and other valuable woods, the vegetable growth being very dense. In the pamphlet on rubber culture in the Republic of Panama, the author considers the district here mentioned as next to the Darien Region for the cultivation of the castilloa from which rubber is made. There are also lime deposits in the neighborhood which are scarcely utilized. With the transportation facilities which the National Navigation Co. will afford, these deposits will be most productive. The temperature in the mountain region is cool and delightful and would afford a desirable place for vacationists from the city of Panama. There is a good pasturage for cattle, and this industry is of much importance.

COMPAGNIE GENERAL TRANSATLANTIQUE.

(FRENCH LINE OF STEAMERS.)

Weekly service between HAVRE and NEW YORK by their fast and luxurious twin screw steamers *LA PROVENCE* of 15,000 tons, *LA SAVOIE* and *LA LORRAINE* of 12,000 tons each; *LA TOURAINE* of 9,500 tons, *LA GASCOGNE* and *LA BRETAGNE* of 7,500 tons each. Sailings from HAVRE every Saturday, and from NEW YORK every Thursday.

Monthly service between SAINT NAZAIRE, CORUÑA, HAVANA and MEXICO by their S. S. *LA CHAMPAGNE* and *LA NAVARRE* of 7,000 tons each. Sailings from SAINT NAZAIRE on the 21st., and from VERA CRUZ the 12th.

Bi-monthly service between COLON, SAINT NAZAIRE and BORDEAUX by their new elegant twin screw S. S. *GUADELOUPE* and *PEROU* of 6,500 tons each [Bordeaux route], and *LA NORMANDIE* [recently taken off their New York service], *VERSAILLES*, *MARTINIQUE* and *LA FRANCE* [Saint Nazaire route]. Sailings from Colon take place on the 20th of each month at 10 a. m. for BORDEAUX, and on the 3rd at noon for SAINT NAZAIRE.

Best Accommodations for Passengers. Cabin 'de luxe' and for Families; Excellent Cuisine, with Claret and White Wine Free.

STEAMERS IN CONSTRUCTION: "Chicago", "Caroline", "Guayane", "Passe-Terre", "Maroni", "Charles Roux" turbine; "Guatemala", "Honduras", Etc.

This Company has Several Other Branch Lines where Steamers Ply to All Ports of the World.

FOR FURTHER PARTICULARS APPLY TO

C. H. R. RAVEN, Agent in Colon, or Messrs. EHRMAN & Co, Agents in Panama.

VERAGUAS. Continuing with the National Navigation Co., we reach the province of Veraguas, whose portsare Mutis and Soná. These places are outlets of Cañazas, La Mesa, Las Palmas, Montijo, Rio de Jesus, San Francisco, Santa Fé, and Soná. The province of Veraguas is rich in agriculture and cattle raising, and has a great future. Its mineral wealth from the time of the Conquest has been famous. There is however, only one mining company operating at the present time—the Romance Mine, although the minerals of Cañacilla, San Antonio, and other places in the province have been prospected with good results. Fuel is somewhat scarce, but power can be transmitted from the Santa Maria River, which is within a few miles. For some time past the Veraguas Gold Mining Company have been taking out ore, and we understand has exported considerable quantities of bullion.

CHIRIQUI. We now go on to the Province of Chiriqui, the last on the west coast of Panama, bordering on Costa Rica. The port of Remedios on the Santa Lucia River is well known as a place for horse and mule breeding. The soil is rich and produces various articles.

Tobacco is also raised to a considerable extent. It was here that the famous gold mine "Lorania" of the ancient Spanish times was worked with great success. This mine like many of the ancient mines of Mexico, has become lost, as it were. Valuable timbers are abundant, and there is a good field for saw-mills to operate. Raicilla, ipecac, and sarsaparilla are shipped to Panama for export. Pedregal is the port of David, which is the capital of the Province of Chiriqui. Through this port, and that of Remedios, all shipping passes. The Province of Chiriqui is the most prosperous in the Republic; it is the richest of all in cattle raising and in the general products of the country, such as ivory nuts, corn, beans, rice, etc. The plains are extensive, and the temperature mild and agreeable. Within a short distance of the town of David, is the village of Boquete, where a colony of Americans established plantations of coffee and cocoa several years ago. Both of these products are raised in considerable quantities, and the quality of the cocoa is superior to that of many other sections in Central America, producing higher prices in the London market. In the Province of Chiriqui, the Andes Mountains attain the highest altitude of any point on the Isthmus. We have the mountains of Cerro de la Horqueta, which has an altitude of 2,000 meters, and Cerro Picacho, with an altitude of 2,150 meters; other high peaks are Ballazar, Santa Maria, Cerro Viego, Chorca and Hornitos. The extension of the llanos of David, Alanje, and San Félix is immense; the soil is wonderfully fertile and productive. The country has an extensive sea coast, and several important rivers. Some of these emptying into the Pacific are the Tavasare, Fonseca, David, Rio Chico, Guanabano, and Golfito. The mining industries of the province produce gold, salt, and some copper. The province of Chiriquí is, without exception, the healthiest part of the Isthmus.

Attention is also called to the facilities which will be afforded by the new enterprise recently organized, the

"Compania Nacional de Transportes," which will furnish passenger transportation from the different ports to the interior capitals of the provinces. It is also understood that this company will establish a freight service. With these conveniences for the rapid carrying of the products from the different towns and the means of communication by water, which the National Navigation Company will furnish, a prosperous future is predicted for the Republic of Panama, and this new steamship company.

PANAMA RAILROAD TIME TABLE.

MAIN LINE.

SOUTH BOUND (Read Down.) | NORTH BOUND (Read Up.)

S Stop. F Flag Station

No. 7, Pass. Daily	No. 5, Pass. Daily	No. 3, Pass. Daily	Distance from Colon.	STATIONS.	Distance from Panama.	No. 2 Pass. Daily	No. 4. Pass. Daily	No. 6. Pass. Daily	No. 8. Pass. Daily
Leave	Leave	Leave	Miles		Miles	Arrive	Arrive	Arrive	Arrive
P. M.	A. M.	A. M.				A. M.	P. M.	P. M.	P. M.
4.35	8.50	5.25	.00	+ COLON	17.65	9.05	12.30	3.20	8.00
s 4.37	s 8.52	s 5.27	0.42	Cristobal	17.23	9.03	s 12.27	s 3.17	s 7.57
s 4.43	8.58	s 5.33	1.90	Mount Hope	15.75	s 8.58	12.22	3.1.	s 7.52
f 4.48	9.04	f 5.39	4.32	Mindi	13.13	f 8.50	12.15	3.05	f 7.45
s 4.55	s 9.10	s 5.45	6.96	† Gatun	10.60	s 8.43	s 12.10	s 3.00	s 7.40
f 5.03	f 9.18	5.53	10.02	Lion Hill	17.03	8.33	f 11.59	2.49	f 7.29
f 5 08	f 9.23	5.58	12.73	Ahorca Lagarto	14.92	8.27	f 11.53	2.43	f 7.22
s 5.15	s 9.30	s 6.05	15.50	+ Bohio	12.15	s 8.20	s 11.45	s 2.35	s 7.15
s 5 23	s 9.38	6.13	18.73	† Frijoles	8.92	s 8.10	f 11.36	2.28	s 7.06
s 5.31	s 9.46	s 6.21	21.00	+ Tabernilla	36.05	s8.03	s 11.28	s 2.20	s 6.58
5.35	9.50	6.25	22 82	Barbacoas	34.83	8.00	11.24	2.17	6.55
s 5.37	s 9.52	s 6.27	23.54	San Pablo	24.11	s 7.58	s 11.22	2.16	s 6.53
f 5 40	f 9.55	6.30	24.55	Bailamonos	23.10	7.54	f 11.18	.....	f 6.50
s 5.45	s 10 00	s 6.35	26.00	+ Mamei	21.65	s 7.50	s 11.15	2.10	s 6.47
s 5.53	s 10.09	s 6.44	28.65	+ Gorgona	19.00	s 7.41	s 11.07	s 2.02	s 6.37
s 5.58	s 10.14	s 6.49	30.02	+ Matachin	17.63	s 7.36	s 11.02	1.57	s 6.32
s 6.03	s 10.19	s 6.54	31.38	† Bas Obispo	16.27	s 7.32	s 10.58	s 1.53	s 6.27
s 6.09	s 10.26	s 7.00	32.95	† Las Cascadas	14.70	s 7.26	s 10.52	s 1.47	s 6.21
s 6.17	s 10.35	s 7.08	35.30	† Empire	12.35	s 7.18	s 10.45	s 1.40	s 6.14
s 6.22	s 10.40	s 7.13	36.30	† Culebra	11.35	s 7.13	s 10.40	s 1.35	s 6.10
6.25	10.43	f 7.16	37.54	Rio Grande Superior	10.11	f 7.07	.....	.....	f 6.03
6.30	10 48	7 21	39.16	Cucaracha	8.49	7.03	10.27	1.26	5.57
s 6.32	s 10 50	s 7.23	39.63	Parmiso	8.02	s 7.01	10.26	1.25	f 5.56
s 6.37	s 10 56	s 7.28	40.79	† Pedro Miguel	6.86	s 6.57	s 10.22	s 1.23	s 5 52
6.39	10 58	7.31	41.33	Pedro Miguel Tank	6.32	6.55	10.20	1..0	5.50
s 6.42	s 11.01	s 7.33	42.15	Gamboa	5.50	s 6 53	10.18	1.1.	s 5.48
s 6.50	s 11.08	s 7.40	44 62	† Corozal	3.03	s 6.45	s 10.10	1.10	s 5.40
6.55	s 11.13	7.45	46.82	† La Boca Junction	0 34	6.38	10.03	1.05	5.33
7.00	11.18	7 50	47.65	† PANAMA	.00	6.35	10.00	1.00	5.30
P. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.
Arrive	Arrive	Arrive				Leave	Leave	Leave	Leave
Daily.	Daily	Daily				Daily.	Daily	Daily.	Daily.
No 7.	No.5.	No 3.				No. 2	No. 4.	No. 6	No. 8.

† Telegraph Station

LABOR TRAINS.

No. 23.	No. 21.	STATION.	No. 22.	No. 24.
Daily Except Sunday.	Daily Except Sunday.		Daily Except Sunday.	Daily Except Sunday.
Leave P.M.	Leave A.M.		Arr. A. M.	Arr. A.M.
12.25	6.20	Corozal.	6.20	11.35
12.30	6.25	La Boca Junction.	6.13	11.28
12.35	6.30	Panama.	6.10	11.25
P. M.	A. M.		A. M.	A. M.
Arrive Except Sunday.	Arrive Except Sunday.		Leave Except Sunday.	Leave Except Sunday.
No. 23.	No. 21.		No. 22.	No. 24.

LA BOCA TRAINS.

LEAVE PANAMA.	LEAVE LA BOCA.
5.40 a. m.	5.55 a. m.
6 40 a. m.	7.30 a. m.
7.50 a. m.	11.10 a. m.
12.40 p. m.	5.10 p. m.
5.25 p. m,	5.50 p. m.

Coach, Cart and Porterage Charges.

The following coach, cart and porterage charges obtain in the cities of Panama and Colon:—

PANAMA COACH TARIFF.

	Panama Currency.
For one person to any part of the city	$ .20
For one person from the R. R. bridge to "La Noria"	.40
For two persons from R. R. bridge to "La Noria"	.60
For one person from R. R. bridge to "La Noria," round trip	.60
For two persons from R. R. bridge to "La Noria," round trip	1.20
For one person to the Club in the Sabanas	2.00
For two persons to the Club in the Sabanas	3.00
For three persons to the Club in the Sabanas	3.50
For one person to the Club in the Sabanas, round trip	3.00
For two persons to the Club in the Sabanas, round trip	3.50
For three persons to the Club in the Sabanas, round trip	4.00

For one person Ancon Hospital entrance to Hotel Tivoli	.20
For one person up to Ward 15 in Hospital grounds	.50
For two persons up to Ward 15 in Hospital grounds	.80
For three persons up to Ward 15 in Hospital grounds	1.20
For one person up to Ward 15 in Hospital grounds, round trip	1.00
For two persons up to Ward 15 in Hospital grounds, round trip	1.20
For three persons up to Ward 15 in Hospital grounds round trip	1.50
For one person to Ward 16 in Hospital grounds	1.00
For two persons to Ward 16 in Hospital grounds	1.50
For three persons to Ward 16 in Hospital grounds	2.00
For one person to Ward 16 in Hospital grounds, round trip	1.50
For two persons to Ward 16 in Hospital grounds, round trip	2.00
For three persons to Ward 16 in Hospital grounds, round trip	2.50
For one person to La Boca	1.50
For two persons to La Boca	2.00.
For three persons to La Boca	2.50
For one person to La Boca, round trip	2.50
For two persons to La Boca, round trip	3.00
For three persons to La Boca, round trip	3.50
For one person by the hour	2.00
For two persons by the hour	2.50
For three persons by the hour	3.00

Note—From 10 o'clock at night until 5 a.m., the fare for any part of the city is 40 cents for one person.

To other points in the Sabanas besides that mentioned above, the rates of fare are subject to personal arrangement.

PANAMA CART CHARGES.

For one cart to any part of the city, with exceptions as noted below	$ .50
For one cart to P. R. R. passenger station	.50
For one carl loaded with stone	.60
For one cart to the Javillo beach	.60
For one cart to the market beach	.60
For one cart to Caledonia in dry season	.60
For one cart to Caledonia in rainy season	.80

For one cart to Campo Alegre in dry season	2.00
For one cart to Campo Alegre in rainy season	2.50
For one cart to La Boca	1.00
For one cart to Central Hospital	.60

Note---It is understood that one full cart load is of the weight of from 500 to 1,000 pounds. Half a cart load is less than 500 pounds. Bulky loads beyond the railroad bridge will be considered a full cart load.

For transfer of one large package, or trunk	30
For transfer of one small package, or trunk	.10

COLON COACH FARES.

For one person from points between the Washington Hotel and Cristobal Point	.20
For round trip	.40
For one person to the slaughter house, or Old Ship	.40
For round trip	.80

Note---If waits are incurred the charge is by the hour.

For one person to points in or outside city, by the hour	1.50
For two persons by the hour	2.00
For three persons by the hour	2.50

COLON CART CHARGES.

For one cart from points between Washington Hotel and Cristobal Points	.60
For one cart to slaughter house, or Old Ship in dry season	1.00
For one cart to slaughter house or Old Ship in rainy season	1.60
For one cart to the slaughter house sand beach	.80
For one cart loaded with stone to the slaughter house beach	1.00
For one cart loaded with stone from wharves	.80

NOTE---It is understood that one full cart load is of the weight of from 500 to 1,000 pounds. Half a cart load is less than 500 pounds. Bulky loads to points outside city will be considered as a full cart load.

For transfer of one large package, or trunk	.20
For transfer of one small package, or trunk	.10

COLON PORTERAGE CHARGES.

For each trunk from 100 to 150 pounds	1.00
For each trunk over 150 pounds	1.40

For each valise from 50 to 100 pounds	.50
For each package less than 100 pounds	.20

NOTE—It is understood that these charges cover transportation of trunks, packages, etc., from the steamship docks to the Panama railroad station, or to any point in the city, by whatever means the porters may see fit.

A FEW POINTS FOR VISITORS.

On coming to the Isthmus, divest yourself of all heavy clothing. Light summer wear will enable you to enjoy your visit a great deal better.

Don't get heated and then set down in a draft with your coat off. If unduly warmed up by exercise and happen to set down where the breeze strikes you, keep your coat on for a half hour or so until cooled off. This will save you from the danger of catching a cold, and the Isthmian colds are not to be sneezed at.

Retire at a normal hour and cover well. From four to six in the morning is always cool. It is not a good policy to sleep in a draft.

If there are mosquitoes in your room, run them down. If unduly troublesome provide yourself with a mosquito bar.

Avoid eating too much fruit. It is better to eat it at meals than between.

If feeling ill, take the Isthmian prescription---a dose of quinine, and repeat it as often as necessary.

Breakfast is served in Panama between 11 a.m., and 1 p.m. The morning "coffee" is only a "stayer," and is served between 6 and 8 a.m. Dinner is served between 5 and 7 p.m.

The custom in Panama is for vehicles and pedestrians to turn to the left, instead of to the right. Observance will tend to avoid collisions.

No packages are permitted to be carried by pedestrians on the streets after nightfall. Violation may lead to arrest. If it is necessary to carry a package, take a coach.

It is the Spanish custom among friends to salute on the cheek, and by passing the arm around the shoulder. Don't make a mistake about this.

Don't rush around as if you had lost a thousand-dollar bill. They may do it on Broadway or State Street, but it is not the custom on Avenida Central.

Read and thoroughly digest this issue of the *Pilot and Guide* and you cannot go far astray.

Churches, Societies and Clubs.

PROTESTANT EPISCOPAL CHURCH---Ven. Archdeacon Bryan, resident chaplain Ancon, in charge, Sunday services as follows: Protestant chapel, Ancon Hospital, 8.30 a.m; Commission Chapel, Culebra, 11 a.m.; Kangaroo Hall Empire, 3 p.m.; Commission Chapel, Gorgona, 7:30 p.m.

Rev. George O. Eskins, Rector of St. Paul's church, Protestant Episcopal, Panama. Service every Sunday morning at 11; Sunday school at 3 p.m., and evening service at 7, and on Saints' days Holy Communion service at either 5:30 or 8 a.m. There is a mission connected with this parish at Culebra, Las Cascadas and Bas Obispo. At each of these places a layreader conducts a service every Sunday morning at 11, and at Culebra there is also one at 7 p.m. The rector visits each of these missions at least once a month.

PRESBYTERIAN UNION CHURCH---Corner Eleventh and Front Streets, Colon. Rev. J. J. Kilpin Fletcher, pastor.

METHODIST EPISCOPAL CHURCH---Rev. John C. Elkins, Presiding Elder for the Canal Zone and Republic of Panama, and visiting chaplain, Panama. Sunday services as follows:---First and third Sundays court house, Empire, 7:30 p.m.; second and fourth Sundays, Commission Chapel, Culebra, 7:30 p.m. A new church edifice of this mission has been built on the bay front in Panama city at a cost of about $20,000. When it is completed services will be held there twice every Sunday, in both English and Spanish. Sunday school is held at 2:30 p.m., and instruction is given in both English and Spanish. A service in Spanish is conducted by Mr. Porta every Sunday evening at 7:30.

CRISTOBAL UNION CHURCH---Organized in September, 1907. Officers: President, Max Dyer; vice-president, Mrs. M. C. Rerdell; secretary, Dr. Hearne; treasurer, Hugh T. McKinney; musical director, W. F. Christian; pastor,

Rev. William Pearn; general committee, W. G. Tubby. Judge T. H. Brown, W. A. Graham, Miss Emma Bade, Mr. and Mrs. C. F. Hagemann. Mrs. John Burke, Mr. McCormick, P. C. Baker. Mr. and Mrs. E. L. Baker, Mrs. Max Dyer, M. J. Stickel. Mrs. Hermon, Mr. Wassal. Services at I.C.C. church building each Sunday as follows: Preaching 10:30 a.m. and 7:45 p.m.; Sunday school, 9:30 a.m.; children's service, 10:30 a.m.; Christian Endeavor meeting, 7 p.m. Devotional service Wednesday evenings at 7:30.

CHRIST CHURCH PROTESTANT EPISCOPAL---Rev. Edward J. Cooper, rector, and resident chaplain, Colon. Sunday services: Holy Communion 7:30 a. m.; morning prayer, litany and sermon, 10:30 a.m.; Sunday school, 3:30 p. m.; evensong and sermon, 7:15 p.m. Week day services: Morning prayer, 7:30 a.m.; Wednesday evensong, 7:15 p.m.; Fridays, morning prayer and litany, 7:30 a.m.; evensong, 7:15 p m.

WESLEYAN METHODIST MISSIONARY SOCIETY---Mission organized in 1882. Rev. M. Britton King, Superintendent, residing at Panama; Rev. Ernest G. Cooke, residing at Colon. Work carried on at six intermediate stations, and at Cana in the Darien. Sunday services as follows: At Colon, services every Sunday morning and evening, and weekday prayer meeting. On first Sunday in month, Rev. King preaches at Panama at 11 a.m., and 7:30 p.m.; second Sunday at Empire at 11 a.m., and Panama at 7:30 p.m.; third Sunday in month at Colon, 11 a.m., and 7 p.m.; fourth Sunday at Panama. A new church is now being built by the mission at Panama.

CHRISTIAN SCIENCE---Services held at Gorgona each Sunday morning at 8:15. All persons cordially invited to be present.

BAPTIST CHURCH---Rev. J. H Sobey, resident chaplain, Gatun. Sunday services, held in hall over I.C.C. hotel, at 10:30 a.m., and 7:30 p.m. Sunday school at 2:30 p.m., Mr. Higgins, Superintendent. Services for colored people held Sunday afternoons and Wednesday evenings.

Rev. J. L. Wise, resident chaplain, Gorgona. Services as follows: First Sunday in month, Empire, 10:30 a.m., Gorgona 7:45 p.m.; second Sunday in month Cristobal, 10:30 a.m. and 7:30 p m.; third Sunday in month Ancon, 9:15 a:m., Paraiso 3:30 p.m.; fourth Sunday in month, Gorgona 10:30 a.m., Empire 7:30 p.m.; fifth Sunday in month, Culebra, 10:30 a.m., Gorgona 7:45 p.m.

Rev. S. Moss Loveridge, resident chaplain, Culebra. Service in the Zone penitentiary Sunday mornings at 8:30. Other services are as follows: chapel, Culebra, second and fourth Sundays, 10:30 a.m.; first and third Sundays, 8 p.m. In the Baptist church for colored people, Culebra, first, third and fifth Sundays, 11 a.m.; second and fourth Sundays, 6:30 p.m., and a service every Monday evening. Services for colored people at Frijoles on the third Sunday of every month at 3 p.m., except when a month has five Sundays, in which case no service is held on the fourth Sunday, but takes place on the fifth Sunday at 11 a.m. In addition to these visits there are services regularly held twice every Sunday and weekly prayer meeting at Culebra, Frijoles, Matachin and Las Cascadas by different preachers (mostly colored men) acting under Mr. Loveridge's direction. The Sunday school at Culebra, Mr. Edgar Soule, superintendent, is held every Sunday at 9:30, with an average attendance of about fifty.

ROMAN CATHOLIC CHURCH---Rev. P. Jose Volk, rector of the church of the Immaculate Conception, and resident chaplain, Colon. Services: Every Sunday, mass, with preaching in Spanish, 7 a.m.; mass, with preaching in English 9 a.m.; Sunday school and Benediction, 3 p.m.; holy rosary, with preaching in English, and benediction at 7 p.m. At the chapel connected with the Public City School for boys, taught by the Sisters of Charity, services are held. Father Volk also makes daily visits to all the wards of Colon hospital.

Rev. Daniel Quijano, priest in charge of the Sacred Heart Chapel, Roman Catholic, in hospital grounds, and resident chaplain, Ancon. Mass every Sunday morning at 6 and 9. Father Quijano spends several hours daily visiting the various wards of Ancon hospital.

Rev. Georges Lariden, Roman Catholic priest and visiting chaplain, Panama. Mass every Sunday and Holy day at 9 a.m. in the Roman Catholic churches, at Gorgona and Empire, by Father Lariden, or one of his assistants. Father Lariden makes two visits a month to the leper colony established at Palo Seco and makes daily visits to Ancon and other hospitals as directed.

Right Rev. Bishop Javier Junguito is in charge of the episcopal see of the Diocese of Panama.

ISTHMIAN MINISTERS' ASSOCIATION---Rev. M. Britton King, Secretary.

CLUBS.

The Woman's Movement on the Isthmus.

By Mrs. M. C. Maguire.

The first task of the Commission appointed by the President of the United States to finish the work of connecting the Atlantic and Pacific Oceans, was one of preparation. Primarily, it was necessary to make the surroundings healthy, and to eliminate, as far as possible, the danger of disease and death. This work was admirably performed by Col. Gorgas, and his associates.

Next, it became imperative to provide living quarters and means of subsistence for the vast army of employes required to dig the canal. This task was entrusted to Mr. Jackson Smith, and he has performed it well.

During all this work of preparation, means of amusement were, of course, treated as subsidiary and left in abeyance until the absolutely essential features of maintaining the force to dig the canal were well advanced. When Mr. John F. Stevens was appointed Chief Engineer to succeed Mr. Wallace, he brought with him one of the agents of the Civic Federation of the United States to investigate conditions, and recommend such schemes of welfare work as they thought best adapted to the surroundings.

The providing of places where the employes could gather and enjoy proper relaxation was always near to Mr. Stevens' heart. In one of the last talks given by "The Big Smoke" on the Isthmus, he stated that the only monuments he needed

were the club houses provided on the Isthmus for the men. He can well be proud of them, and of their operation under the supervision of the Y.M.C.A.

But Americans are essentially a family race. Wherever an American goes he wants to bring his family, or women relatives. And to our eternal credit, the women of the United States have always been willing to share the hardships and dangers of our men.

For a time the lot of the average woman on the Zone was not an enviable one. The housewife found it hard to accustom herself to the new classes of domestic help, in fact, that same help was frequently *non est*. In addition, each woman coming from a home where she had been accustomed to neighborly sympathy and the support of friends and relatives, found it hard to adapt herself to the new conditions of loneliness down here. Her husband was away all day at his work. When he came home in the evening he was tired out, and felt more like retiring to sleep than playing the courtier. Is it any wonder that some of the women felt lonely, and gradually imbued their men with the desire to quit and go home? To the credit of the majority be it said, the greater number of the women tried to make the best of things, and proved themselves the best assistants Uncle Sam had in keeping the men behind the work.

The Commission recognizing the advantage of making the surroundings as pleasant as possible for the wives of the employes, again invited the aid of the Civic Federation. If Mr. Stevens can claim the credit of starting the movement for men's clubs, to Col. Goethals belongs the gratitude of the women for bringing Miss Helen Varick Boswell to the Zone.

Miss Boswell came to the Isthmus about the middle of September, 1907, and immediately started the work of organization. She found already organized one woman's club, namely, that at Gorgona, of which Mrs. Morris was president. The first club to be organized by Miss Boswell was the Culebra Woman's Club. The general purpose of these clubs can best be expressed by quoting from Miss Boswell's speech at the preliminary meeting of this club, in which she said in part, that her idea was to organize clubs at all the principal points, such as Ancon, Culebra Gorgona, Empire, and Colon, with branches, or separate organizations in the neighboring settlements, each club to be under its own title, and all to be affiliated under the name of the Canal Zone Woman's League, or other suitable appellation.

The clubs were for social and educational purposes; to promote social feeling among the women; to enable them as an organization to take a hand in municipal matters, such as government of the schools, and matters where a woman's wisdom may be considered to go far, and for the purposes of study, Spanish classes could be formed. Miss Boswell also spoke of the real good the women were doing here, and of the influence they had on the young men.

From this time on, one club after another was organized, until the movement culminated in the formation of the Ancon Woman's Club, and the election of delegates from all the clubs so organized, for the purpose of forming a grand central body. These delegates met in the President's suite at Hotel Tivoli on Saturday, October 12, 1907, when the Canal Zone Federation of Woman's Clubs was formed, and the following officers elected:—

President—Mrs. Geo. W. Goethals, Culebra, C. Z.
Vice-presidents—Mrs. Lorin C. Collins, Cristobal, C. Z.

Mrs. W. C. Gorgas, Ancon, C. Z.
Mrs. Wm. L. Sibert, Culebra, C. Z.
Mrs. Chester Harding, Gatun, C. Z.

Recording Secretary---Mrs. Frank W. Miracle, Empire, C. Z.
Corresponding Secretary---Mrs. Lewis Baker, Cristobal, C. Z.
Gen. Federation Secretary---Mrs. Ralph D. Wolf, Gorgona, C. Z.
Treasurer---Mrs. F. R. Roberts, Pedro Miguel, C. Z.
Auditor---Mrs. J. C. Barnett, Parniso, C. Z.
Chairman of Advisory Committee---Mrs. F. Morrison, Gorgona, C. Z.

At the meeting, Miss Boswell was made an honorary member of all the Zone clubs, and a rising vote of thanks was tendered her for the grand work she had accomplished. From this time on, the clubs have shown a healthy life. The membership is growing rapidly, and schemes of interest are being taken up and pushed by all. The Ancon club has taken a particular interest in the school question, horticulture, and the study of Spanish. The other clubs have organized Hallow'een parties, and various works for social diversion. The spirit of the women is best exemplified by a resolution passed by the Cristobal club and endorsed by all the others, reading:

"Be it resolved, that every club woman in the Canal Zone constitute herself a committee of one to foster favorable, instead of adverse criticisms of the conditions of the Zone, and the Isthmus of Panama."

Following is a list of the Woman's Clubs of the Zone:—

ANCON---President, Mrs. Wm. C. Gorgas; vice-presidents, Mrs. J. M. Maguire; Mrs. C. W. Boyer; Secretary, Mrs. Lyster.

PEDRO MIGUEL---President, Mrs. J. C. Barnett; secretary, Mrs. Wm. Lowe.

CULEBRA---President, Mrs. Wm. L. Sibert; vice-president, Mrs. J. M. Murray; secretary, Mrs. M. H. Butler.

EMPIRE---President, Mrs. F. W. Miracle; vice-president, Mrs. E. P. Beck, secretary, Mrs. J. F. McTyier.

GORGONA---President, Mrs. R. C. Goodale; vice-president, Mrs. Everist; secretary, Mrs. Laura Faxon; treasurer, Mrs. McConaughey.

LAS CASCADAS---President, Mrs. O. G. Randall; vice-president, Mrs. C. R. Lingo; secretary, Mrs. W. H. Boregard; treasurer, Mrs. T. G. Williamson.

GATUN---President, Mrs. Chester Harding; vice-president, Mrs. L. L. Elliott; secretary, Mrs. Shippy.

CRISTOBAL---President, Mrs. Lorin C. Collins; vice-president, Mrs. E. Lewis Baker; secretary, Mrs. C. Guckel.

Ancon Art Society. (Ancon).

Organized in December, 1907, under the auspices of the Ancon Woman's Club, for the purposes of studying art life on the Isthmus. Officers are: Chairman, Mrs. S. E. LePrince; secretary, Mrs. C. E. Phillips. First meeting held January 29, 1908.

Tivoli Club. (Ancon).

Organized for social purposes. Constitution adopted August 20, 1907. Officers are: President, Hon. Jo. C. S. Blackburn; first vice-president, J. C. Perry; second vice-president, D. W. MacCormack. secretary, Malcolm Elliott; assistant secretary, C. T. Lindsay; governors. E. C. McFarland. Arnold Shanklin chairman membership committee. D. A. Laing; chairman invitation committee. Malcolm Elliott; chairman printing committee, Wm. Krugel; chairman refreshment and music committee. W. H. McFarlane. Dances are held at Hotel Tivoli bi-monthly. Membership of club about 200.

Ancon Amusement Association. (Ancon).

Organized in January. 1908 for social purposes. Membership about 406. Officers are:—President, Col. Tom. M. Cooke; vice-presidents, J. M. Maguire; L. M. Lipsett; secretary. J. P. Avis; treasurer, C. C. Metcalf; chairman athletic committee. Capt. Geo. R. Shanton; chairman music committee. George L. Campen; chairman publicity committee. W. Krugel; chairman indoor and outdoor entertainment committee. Dr. William Deeks; chairman halls and buildings committee. J. St. C. Hunt; chairman auditing committee. H. D. Reed.

American Social Club. (Las Cascadas).

Organized October 16. 1906 for the purpose of furnishing amusement and recreation for all white employees of the Commission and Panama Railroad Company. Occupies second floor of I.C.C. hotel. has about 55 members, rooms equipped with papers, magazines, pool and billiard tables, and piano. Officers are; President. Dr. W. J. Lyon; vice-president. C. H. Bath; secretary A. M. Warner; treasurer. W. A. Evans; chairman house committee. U. L. Hill; chairman entertainment committee, F. W. Leydecker; chairman athletic committee. F. W. Talbot.

Burns Social Club. (Gorgona).

Organized in August. 1907, for social intercourse among the admirers of Burns and his works in Gorgona. and along the Canal Zone. Club meets first and third Saturday evenings of each month in the assembly hall above I.C.C. hotel. The club's motto is

> "That man to man the world o'er
> Shall 'brithers' be for 'a that.'"

Officers are: President. Archie M. Harper; vice-president. Joe Allan; secretary, and treasurer. Andrew Veitch.

Pan-Hellenic Society of the Canal Zone.

Composed of members of college Greek-letter fraternities. There are about 32 fraternities represented with society membership of 109. Society organized December 29. 1905. Meets once a month for a dinner. Occasionally gives a cotillion. Officers are: President. C. L. Bryan, Culebra; secretary. Walter Emery, Ancon; treasurer, Dr. W. M. James, Ancon.

Sanitary Inspectors of the Canal Zone.

Association organized November 21, 1907, at Culebra. Object is technical and treats of the ways and means of securing and maintaining the public health of the Canal Zone. Officers are: President, A. B. Tucker, Culebra; vice-president, W. J. Murphy, Empire; secretary, E. W. Mitchell, Gorgona.

Medical Association of the Canal Zone.

Association organized in March, 1906, and meets the second Saturday of each month. Officers are: President, Dr. S. T. Darling, Ancon; vice-president, Loyd Noland, Colon; secretary and treasurer, Dr. Geo. H. Crabtree, Culebra; executive council, Dr. Wm. Deeks, Ancon, Dr. C. C. McCulloch, Ancon, Dr. A. J. Orenstein, Colon.

University Club. (Panama).

The University club was organized about two years ago, and has a membership of nearly 250, two-thirds of whom are Americans, and the remainder residents of Panama. The club has a circulating library of about 700 volumes, the greater part of which was donated to the club by President Roosevelt, and General T. H. Hubbard of New York City. The club rooms are on Avenue B., and Tenth Street. Officers are: President, James Bucklin Bishop; first vice-president, Arnold Shanklin; second vice-president, Mason E. Mitchell; honorary president, Theodore Roosevelt; honorary vice-presidents, Manuel Amador, Guerrero, J. Domingo de Obaldia, Jose Augustin Arango, Gen. T. H. Hubbard; board of governors, D. W. Bolich, W. C. Gorgas, T. C. Hinckley, Nicanor de Obarrio, A. S. Cooper, D. O. Lively, Ernesto T. Lefevre; treasurer, Earle C. McFarland; secretary, Philip Vince; assistant secretary, J. E. Marsh.

Commercial Club. (Panama).

Club rooms on Seventh Street, Cathedral plaza. Officers are: President, J. D. de Obaldia; vice-president, Nicanor A de Obarrio; secretary, Juan J. Mendez; treasurer, Samuel Maduro B.

International Club. (Panama).

Club rooms on Eighth Street. Officers are: President, Samuel Lewis; vice-president, Demetrio H. Brid; secretary, Juan Antonio Guizado; treasurer, Ernesto Guardia; librarian, Jorge L. Paredes; vocales, Arturo Delvalle, Raul Guardia, Juan Brin, Jr., Roberto Vallarino, Jorge D. Arias, Arturo de Lemos.

Casino Istmeño. (Panama).

Club rooms, corner of Fourteenth and B Streets. Officers are: President, Samuel N. Ramos; vice-president, Prospero Pinel; secretary, Carlos Lopez C.; treasurer, Oscar McKay; assistant secretary, Manuel A. Herrera, librarian, Juan B. Sosa; vocales, Evaristo Badillo, Juan F. Adams.

Centro Panamá. (Panama).

Organized for social and amusement purposes. Constitution adopted January 1, 1908. Officers are: President Nicolás Justiniani; vice-president, Alberto Rodríguez; secretary, Dámaso Botello; assistant secretary, Sergio Land; treasurer, Antonio Elías Dorado G.; vocales, José Rudy G., Samuel Gómez; William Gutzmer.

Ateneo de Panama. (Panama).

Club rooms, corner of Central Avenue and B Street. Officers are: President, Nicolas Victoria J.; vice-president, Samuel Lewis; treasurer, Ofilio Hazera; librarian. Ricardo J. Alfaro; secretaries, Guillermo Andreve. Alfonso Fabrega; vocales, Santiago de la Guardia, Alfonso Preciado, Oscar Teran.

Strangers' Club. (Colon).

Officers are: Chairman, Hilary B. Parker; secretary, L. Heuer; treasurer, R. H. Wardlaw; governing committee, Hilary B. Parker, L. Heuer, Loyd Noland, Frank Floyd, John Burke, J. M. Hyatt, Hon. Lorin C. Collins.

Bas Obispo Club. (Bas Obispo).

Officers are: President, G. G. McNamara; vice-president, George Campbell; treasurer, A. O. Blake; secretary, M. Williner; chairman house committee, S. W. Pike; chairman entertainment committee, A. W. Fox; chairman athletic committee, John Steibaugh.

Isthmian Baseball Association.

Organized for season of 1907-08 on November 17, 1907. Officers are: Col. George W. Goethals, president; Dr. John H. Purnell vice-president, and C. E. Anderson, secretary and treasurer. Clubs represented in league: Ancon, Empire, Gorgona, I.C.C., Kangaroos, Gatun, and M.P. & M.-7. Season opened December 15th, 1907.

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SECRET SOCIETIES.

MASONIC ORGANIZATIONS.

PANAMA MASONIC ASSOCIATION---President, Mason E. Mitchell; vice-president, W. M. Belding; secretary, Andrew J. Dewling; treasurer, Felix Ehrman; trustees, W. G. Tubby, Arnold Shanklin, William Gerig, A. C. Harper, Lewis E. Willson, G. M. Shontz.

ACACIA LODGE, A. F. & A. M., No. 50, PANAMA---Ven. M., Julio Arango; first vig., Carlos Bertoncini; second vig., Antonio B. Linares; ora; Jeronimo Olcese; secretary, Fabricio A. Arosemena; treasurer, Angel de Castro, Hosp., Joaquin Garcia Soto; Exp., Aquiles Vincensini. Meets every Saturday night at 7:30.

CULEBRA SOJOURNERS CLUB, CULEBRA---Organized September 13, 1907. Officers are. President, J. T. Woods of Mesa No. 55, Grand Junction, Col.; vice-

president, X. W. Culbertson of Covington No. 109, Covington, Ky.; secretary and and treasurer, G. W. Strong of M. M. Parker No. 27, Washington D. C.

LAS CASCADAS MASONIC CLUB, LAS CASCADAS---Organized June 24, 1907. Officers are: President, Fred. W. Talbot; vice-president, B. F. Mudgett; secretary, F. W. Walraven; treasurer, W. D. Drysdale. Club meets every Saturday evening at 7:30.

SOJOURNERS LODGE, No. 874, A. F. & A. M., COLON---Organized in February 1898. Its lodge room has been burned twice, and in the last fire, that of September, 1905, its charter was destroyed. This charter was duplicated in March, 1906. Officers are: R. W. M., Clinton G. Carty (N. J.); Dep. M., Henry Anderson (Cal.); S. W., John L. Segall (Va.); J. D., Eli D. Sims (Fla.); secretary, John Lagerquist (N. Y.); treasurer, Vilfred P. Spiller (La.); S. D., Leon C., Thrasher (N. Y.); J. D., James Woodside (N. Y.); I. G., Israel Simons (Panama); tyler, Burton Williams (Conn).

EMPIRE MASONIC CLUB, EMPIRE---Organized January 31, 1908. Officers are; President, A. L. Haines; vice-president, Fred. L. Gorham: secretary and treasurer, H. W. Sawtelle; assistant secretary and treasurer, G. M. McAdam. Membership, 50.

ROSE OF AMERICA No. 65, PANAMA.---On Monday evening, December 16, 1907, the lodge of F. & A. M., which has been working in this city for several years under the auspices of the Grand Orient of Venezuela, elected the following new officers for the reglamentary period: W. M.---M. D. Cardoze: Ex. W. M.---Evaristo Badillo; S. W.---E. Vasquez, J. W.---Alfredo Menotti; Orat.---J. Fco. Gomez; Sec'y.---José Oller; Treas.---C. A. de Icaza. Regular meetings are held every Wednesday evening at 8 o'clock.

PARAISO SOJOURNERS CLUB, PARAISO, C. Z.---Organized January 31, 1908. Meets every Friday night. Officers are: President, W. H. Cheeks; vice-president, O. J. Ridenour; secretary, H. C. Ragsdale; treasurer, John Lanigan,

There are also Masonic organizations at Pedro Miguel, Bas Obispo, and Gorgona.

Knights of Pythias.

PANAMA LODGE, No. 1, CRISTOBAL---Instituted on August 11, 1906. Officers are: Chancellor commander, Geo. W. Wood; vice chancellor, Allen Swan, prelate, W, S. Lawrence; master of work, O. C. Kilgour; keeper of records and seals, Eli Sims; master of exchequer, Chas. R. Chisolm; master at arms, Thos. O. Fernstrom; inner guard, Carl Matis; onter guard, Wm. B. Howell. Lodge meets every Saturday evening. Membership 140.

EMPIRE LODGE No. 2, EMPIRE---Instituted March 23, 1907. Officers are: Chancellor commander, W. T. Kimberly; vice chancellor, Phil. Deitch; prelate, John Thiac; master of work, H. E. Whyde; keeper of records and seals, Chas. W. Hill; master of exchequer, S. A. Benninger; master at arms, W. C. Woodson; inner guard, A. J. Tafel; outer guard, P. H. Maher. Lodge meets every Thursday evening. Membership 135.

Broderick; chief of records, George Viberg; keeper of wampum, F. Naegele Meets Monday evening.

INCAS TRIBE, No. 6, GATUN---Instituted February 16, 1907. Sachem, Jos. A. Buckholdt; senior sagamore, L. E. Jones; junior sagamore, J. A. White; prophet, Frank C. Young; chief of records, H. M. McDonald; collector of wampum, E. F. Gibson; keeper of wampum, Fred. Schott. Meets every Thursday evening.

CARIB TRIBE, No. 7, LAS CASCADAS---Instituted March 16, 1907. Sachem, A. M. Warner; senior sagamore, U. L. Hill; junior sagamore, C. C. Alexander; prophet, B. B. Duncan; chief of records, F. W. Leydecker; collector of wampum, S. A. Eubanks; keeper of wampum, W. A. Evans, Meets every Wednesday evening.

ALFARETTA COUNCIL, NO. 1, DEGREE OF POCAHONTAS, CULEBRA---This is the ladies' order of the Red Men, and was instituted March 26, 1906. Meets every Tuesday evening.

Mr. B. B. Duncan of Las Cascadas is the Deputy Great Incohonee of the order for the Canal Zone "Reservation."

Independent Order of Panamanian Kangaroos.

(Motto: *Optimus est qui optima facit.*)

DESCRIPTIVE.---This is the largest and strongest organization in the Canal Zone and was started by a few Americans getting in the habit of congregating at one place or another and holding mock trials for their own amusement. Soon the few became many, and the club was turned into a secret organization. The first meeting was held October 10, 1906, in a box- car in the Empire yards, and from the six who met at that time, the order has grown until it now comprises five subordinate Courts, with a Supreme Court at the head. The membership is approximately 1,000, (one-sixth of the white Commission employes on the Isthmus), and is drawn from all the departments and bureaus; every class and grade being represented. The Panamanian Kangaroos have also attempted to strengthen the organization of the Isthmian Canal Commission and assist in pushing the work to completion by making all, interested in, friendly to, and thoughtful of the others. Members are an every day meeting, and help one another with their tasks. Social gatherings are held at regular intervals, and this brings the wives of the workers together. Any one who has been lucky enough to enjoy the entertainments and dances given by the organization will remember the general air of good fellowship that prevailed, long after the memory of the dancing has dimmed. Empire Court No. 1 is the Mother Court, and from her all the other Courts have been drawn, but the membership of the Mother Court still stays at 300, or more, which shows the growing power of the organization. In the near future, Courts will be established at Cristobal and Ancon, when all will have an opportunity of becoming Kangaroos and assisting this strictly local order in doing its part in the construction of the Isthmian Canal. The Courts, with their officers follow:

SUPREME COURT.---Chartered Nov. 8, 1907, under the laws of the State of Tennessee. Officers; Chief Justice, George G. Burnett; Supreme Prosecuting Attorney.

CULEBRA LODGE, No. 3, CULEBRA---Instituted September 14, 1907 Officers are : Chancellor commander, M. C. Nolan; vice chancellor, E. M. Pullen ; prelate, H. E. Earle ; master of work, D. L. Small ; keeper of records. and seals, W. J. Adams ; master of exchequer, A. M. Dickey ; master at arms, J. P. Roche ; inner guard, E. Steen ; outer guard, C. B. West. Lodge meets every Wednesday evening. Membership 85.

Mr. P. F. Maher of Empire has been appointed Deputy Grand Chancellor for the Canal Zone and Republic of Panama.

Improved Order of Red Men.

DESCRIPTIVE---The Improved Order of Red Men is the pioneer of all secret, or fraternal orders and societies in the Canal Zone, and they are today among the richest and most prosperous. The claim of pioneer has always been one of the prominent claims of this order, not only in the United States, but also in its possessions in distant parts of the world. It is the oldest purely American fraternal order in the United States, having been formed during the days of the organization of the Minute Men at the commencement of the struggle for independence· So on to the Philippines, Alaska and Hawaii, and now on the Canal Zone, this order has been the first to establish itself for the mutual aid and assistance of its members, and the first to raise its banner, that of Freedom, Friendship, and Charity, besides that of the Stars and Stripes. The first tribe to be organized in the Zone was Chiriqui Tribe No. 1, at Culebra, and from it members have gone from time to time and aided in the establishment of the other six tribes now in the Zone, its degree team doing the work of institution of all but two of the other tribes. The tribes are :

CHIRIQUI TRIBE No. 1, CULEBRA---Instituted January 3, 1906. Officers are : Sachem, H. E. Earle; senior sagamore, Paul D. May; junior sagamore, C. M. Gallagher; prophet, M. D. Cantwell; chief of records, E. M. Foster; collector of wampum, W. C. MacIntyre; keeper of wampum, J. E. Burns. Meets every Saturday evening.

SAN BLAS TRIBE No. 2, CRISTOBAL---Instituted March 16, 1906. Officers are: Sachem, Allen Swan; senior sagamore, Frank E. Chute; junior sagamore, Patrick Grant, prophet, C. E. Dewey; chief of records, W. E. Sims; keeper of wampum, E. A. Wentworth. Meets every Tuesday evening.

COCLE TRIBE No. 3, EMPIRE---Instituted March 29, 1906. Officers are : Sachem, Harry E. Ruckert ; senior sagamore, C. E. Anderson ; junior sagamore, Wm. C. Healy ; chief of records, C. S. Frank ; keeper of wampum, A. Heinrick ; prophet, E. J. Kennedy. Meets every Friday evening.

AZTEC TRIBE, No. 4,---PEDRO MIGUEL---Instituted June 16, 1906. Officers are : Sachem, Albert V. Waters ; prophet, Elmer E. Price; senior sagamore, Alois Nigg ; junior sagamore, W. Henderson ; chief of records, W. Woodard ; keeper of wampum, G. W. Oldfield ; guard of wigwam, William Barnes ; guard of forest, F. W. Essex. Meets every Thursday evening.

CHOLO TRIBE, No 5, GORGONA---Instituted December 3, 1903. Sachem, H. Masson; senior sagamore, C. Boltz; junior sagamore, W. Dickenson; prophet, P. J.

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Harry C. Wertz; Supreme Defendant Attorney, C. M. Cuvellier; Supreme Chaplain, P. Farrell; Supreme Comptroller, L. P. Worrall; Supreme Sheriff, Wm. Weitz; Supreme Clerk, Milton S. Hathaway; Supreme Inner Guard, L. C. McLean; Supreme Deputy Sheriff, R. M. Davies.

EMPIRE COURT No. 1. EMPIRE.—Organized October 10, 1906. Officers: Judge, Harry C. Wertz; Prosecuting Attorney, R. M. Davies; Defendant Attorney, F. P. Selby; Chaplain, W. L Titus; Comptroller, L. P. Worrall; Sheriff, C. Engesser; Clerk, Milton S. Hathaway; Inner Guard, J. M. Strong; Deputy Sheriff, W. O. Howson.

TABERNILLA COURT NO. 2. TABERNILLA.—Organized October 2, 1907. Officers: Judge, James H. Adams; Prosecuting Attorney, A. T. Cutler; Defendant Attorney, C. W. Davis; Chaplain, J. P. Engan; Comptroller, H. H. Twombly; Sheriff, A. J. McIntyre; Clerk, E. Thornton; Deputy Sheriff, James Quinn; Inner Guard, Jerry Kirby.

BURNETT COURT NO. 3 OF GORGONA.—Organized November 8, 1907. Officers: Judge, Joseph McIlvern; Prosecuting Attorney, W. T. Foster; Defendant Attorney, Rufus Fulford; Chaplain, F. M. Chelf; Comptroller, S. L. Bourcy; Clerk, Morton; Sheriff, P. A. Davies; Inner Guard, A. Gettman; Deputy Sheriff, A. N. Texter.

LAS CASCADAS COURT No. 4, LAS CASCADAS.—Organized November 14, 1907. Officers: Judge, W. H. Farrell; Prosecuting Attorney, E. J. Sampson; Defendant Attorney, N. B. Green; Chaplain, W. K. Freeland; Comptroller, John Crawford; Sheriff, J. Sloan; Clerk, A. M. Warner; Inner Guard, R. Chaney; Deputy Sheriff, W. E. Moran.

PARAISO COURT No. 5, PARAISO.—Organized January 17, 1908. Officers: Judge, Frank R. Kosier; Prosecuting Attorney, B. H. Moak; Defendant Attorney, A. H.

Bearup; Chaplain, Geo. Slater; Comptroller, F. R. Roberts; Sheriff, Thos. O'Brien; Clerk, J. C. Barnett; Inner Guard, A. C. Barrows; Deputy Sheriff, W. H. Frazee.

Regular Army and Navy Union.

CRISTOBAL GARRISON No. 40, CRISTOBAL---Instituted December 18, 1907. Officers are:---Commander, Grover C. Bradford; senior vice commander, Herman Kehm; junior vice commander, Frank L. Cornish; chaplain, Chas. D. Mitchell; adjutant and quartermaster, Wm. M. Ridpath; paymaster, H. V. H. Monk; surgeon, Paul Wallenburger; officer of the day, Fred. M. Kaulbach; officer of the watch, Lewis B. Mickle; officer of the guard, Joseph J. Marek. Strength of this garrison about 25.

BIRT S. STURDEVANT GARRISON No. 41, CULEBRA---Instituted December 5, 1907. Officers are: Commander, Paul D. May; senior vice commander, F. M. Roark; junior vice commander, C. A. Stevens; adjutant and quartermaster, Alvin Colburn; paymaster, Robert Lee Byrd; surgeon, Wm. A. Stevenson; officer of the day, Wm. Wirtz; chaplain, J. Alper; officer of the watch and guard, Jacob Bernson. Strength of garrison about 20. Meets first and third Thursdays of each month.

Mr. Lester E. Herman, assistant inspector general, has charge of the organization work on the Isthmus. All honorably discharged soldiers, sailors or marines are requested to communicate with him. New garrisons will be established at Gorgona, Ancon and La Boca.

Sociedad Tipográfica de Protección Mutua. (Panama).

Organized July 1, 1899. Officers are: President, Olegario Henriquez; vice-president, Augustin Argote; secretary, Ismael Luzcando; assistant secretary, Francisco Barahona; treasurer, Sergio Land; vocales, Néstor A. Dubarry, Manuel Antonio Noriega G., and Ricardo B Villarreal.

Sociedad Tipográfica de Beneficencia. (Panama).

Organized January 4, 1903. Officers are: President, J. D. Cajar; vice-president, Martin A. Vergara C.; secretary, José Raul Revello; assistant secretary, Tobias Urriola; treasurer, H. George Henry; assistant treasurer, Felix Villaverde; Fiscal, Carlos T. Collino; vocales, Luis E. López, Anibal de la Torre, J. A. González.

Sociedad Socoros Mutuos. (Panama).

Organized August 4, 1903. Officers are: President, José C. Zamora; vice-president, Alfonso Cajar; secretary, Ernesto J. Montero; assistant secretary, Climaco Rodríguez; treasurer, Pedro Valdés; vocales, Eusebio Luzcando, José del C Ramos, Cleotardo Fonseca.

Sociedad de Expendadores de Carne. (Panama).

Officers are: President, Salomé Estrada; vice-president, Juan B. Cedeño; secretary, José C. Vergara; treasurer, Felipe Castillo. 25 members.

Sociedad de Panaderos. (Panama).

Officers are: President, Rafael Mendoza; vice-president, C. G. Martans; treasurer, Pedro Pineda L.; vocales, Octavio Lindo S., Daniel Castro U., Cesar B. Salazar.

U. A. M. & D. of A.

JUNIOR ORDER OF D. & A. CLUB, CRISTOBAL---Organized December 24, 1907. Officers are: President, R. S. Houston; secretary, J. Frank Houston.

Brotherhood of Telegraphers.

An association known as "The Brotherhood of Isthmian Telegraphers" was instituted at Tabernilla, C. Z., on April 11, 1907 for protective purposes. On September 28, 1907, the telegraphers met and adopted a constitution and by-laws. The following are enrolled as members: M. D. Abello, P. A. Bigler, B. M. Childress, E. C. D'Acevedo, L. C. D'Acevedo, A. B. Edwards, G. H. Edwards, W. S. Essex, L. H. Farmer, A. B Goodenow, W. H. Graeser, I. Halman, B A Hawksr D. E. Hays, N. Hoggatt, A. S. Johnson, Sam Jones, (honorary), S. E. Keesey, J. J. McGillicuddy, (honorary), P. H. Manassa, P. Maradiaga, A. A. Mendoza, M. M. Moore, J. S. Moss, C. W. Northrop, jr., J. S. O'Donnell, E. F. Orr, R. I. Purcell, L. F. Ramirez, A J Renton, F. M. Roark, R. E. Romero, E L Rose, V V Sessions, E. B. Thornton, R. V. Valdez, R B. Walker, C L. Walsworth, M. W. Wooliver. Officers are: Chief telegrapher, W. H. Graeser; secretary and treasurer, A. B Thornton. The board of directors are: the chief telegrapher: assistant chief telegrapher, and secretary and treasurer. The chief telegrapher is the chairman. Regular meetings are held on the third Saturdays of January and July of each year.

Locomotive Engineers.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS---Chief Engineer, E. B Swearinger. Membership about 200.

Railway Conductors.

BROTHERHOOD OF RAILWAY CONDUCTORS---Chief Conductor, W. J. Bissell. Membership about 150.

Directory of Panama Government, Isthmian Canal Commission, and Panama Railroad Officials.

REPUBLIC OF PANAMA.

President of the Republic, Dr. Manuel Amador Guerrero.
First Vice-president (Primer Designado), Don José Domingo de Obaldia.

Second Vice-president, (Segundo Designado), Don Federico Boyd.
Third Vice-president, (Tercer Designado), Don Rafael Aizpuru.
Private Secretary to the President, Don Guillermo Ehrman.

CABINET OFFICERS.

Secretary of Government and Justice, Don Aristides Arjona.
Assistant Secretary, Don Jorge Luis Paredes.

Secretary of Foreign Relations, Don Ricardo Arias.
Assistant Secretary, Don Ricardo J. Alfaro.

Secretary of the Treasury, Don Isidoro Hazera.
Assistant Secretary, Don T. Martin Feuillet.

Secretary of Public Instruction, Don M. Lasso de la Vega.
Assistant Secretary, Don Benjamin Quintero A.

Secretary of Public Works, Don Jil Ponce J.
Assistant Secretary, Don Ladislao Sosa.
Official Interpreter, Don Julio Arias.

GOVERNORS OF PROVINCES.

Bocas del Toro, Don Anibal Gutierrez Viana.
Chiriqui, Don Antonio Anguizola.
Coclé, Don Eligio Ocaña.
Colon, Porfirio Melendez,
Los Santos, Don Juan Ml. Porcell.
Panama, Don Demetrio Brid.
Veraguas, Don Ezequiel Abadia.

NATIONAL TREASURY.

Treasurer, Don Carlos de Icaza.
Cashier, Don José Manuel Alzamora.

SUPREME COURT.

President, Dr. Francisco de Fabrega.
Vice-president, Dr. Fernando Guardia.
Attorney General, Dr. Gerardo Ortega.
Secretary, Don Juan J. Amado.

CIVIL DEPARTMENT.

First Magistrate, Dr. José B. Villarcal.
Second Magistrate, Dr. Juan Lombardi.
Third Magistrate, Dr. Fernando Guardia.
Secretary, Don Juan J. Amado.

CRIMINAL DEPARTMENT.

First Magistrate (substitute), Dr. Daniel Ballen.
Second Magistrate, Dr. Saturnino L. Perigault.
Secretary, Don J. D. Arosemena.

COURT OF ACCOUNTS.

Judges, Don Enrique Lewis, Don Enrique Linares, and Don Francisco Antonio Facio.
Secretary, Don Manuel A. Herrera A.

CIRCUIT COURT.—PANAMA.

SUPERIOR CIRCUIT.

Judge, Don Aurelio Guardia.
Secretary, Don Carlos L. Lopez.
Attorney, Don H. Gonzalez Guill.

CRIMINAL CIRCUIT.

Judge, Don Alfonso Fabrega.
Secretary, Don Gregorio Miro.
Attorney, Don M. A. Herrera L.

FIRST CIRCUIT.

Judge, Dr. M. A. Noriega.
Secretary, Don J. D. Guardia.

SECOND CIRCUIT.

Judge, Dr. Ismael G. de Paredes.
Secretary, Don Vicente Ucros.

CIRCUIT COURT.—COLON.

FIRST (CIVIL) CIRCUIT.

Judge, Don Manuel S. Joly.
Secretary, Don Azael Gonzalez.

SECOND (CRIMINAL) CIRCUIT.

Judge, Don Alberto Mendoza.
Secretary, Don José Villalobos G.
Circuit Attorney, Don José de la R. Gonzalez.

NOTARIES AND REGISTRARS.—PANAMA.

Notary No. 1., Don Rafael P. Marquez.
Notary No. 2., Don Alejandro Briceño.
Registrar of Public Documents, Don Octaviano B. Perez.

NOTARIES AND REGISTRARS.—COLON.

Notary, Don Ashby H. Bethancourt.
Registrar of Public Documents, Don José de la C. Grimaldo.

POST OFFICE DEPARTMENT, PANAMA.

Postmaster General of the Republic, Don Samuel Boyd.
Superintendent, Eugenio J. Chevalier.

POST OFFICE DEPARTMENT, COLON.

Postmaster, Don Orondaste L. Martinez.
Superintendent, Don Rolando Arango.

POLICE DEPARTMENT.

Commandant, Don Eduardo Perez.
Second Commandant, Don Mariano Sosa C.

NATIONAL BAND OF THE REPUBLIC,

Musical Director, Don Santos Jorge A.

MUNICIPAL OFFICERS, PANAMA.

Mayor (Alcalde), Don Francisco de la Ossa.
Secretary, Don Pablo Ruiz Z.
President of Municipal Council, Don Nicolas Tejada.
Captain of the Port, Don J. Fernando Arango.
Chief of Fire Department, Don J. Gabriel Duque.
Municipal Treasurer, José A. Paredes.
Provincial Inspector of Public Instruction, Hector Conte B.
Municipal Physician, Dr. Santos J. Aguilera.
Municipal Attorney, Don Horacio Almengor.

MUNICIPAL OFFICERS, COLON.

Mayor (Alcalde), Don Benigno Andrion.
Secretary, Don Pedro Salabarria M.
President of Municipal Council, Don J. P. Barranco.
Captain of the Port, Don Juan José Diaz.
Chief of Fire Department, Don Luis F. Estenoz.
Municipal Treasurer, Don M. de J. Grimaldo P.
Provincial Inspector of Public Instruction, Don Martin Ambulo.
Municipal Physician, Dr. J. A. Paddyfoot.
Municipal Attorney, Don Arcadio G. Macia.

ISTHMIAN CANAL COMMISSION.

Lieut.-Col. Geo. W. Goethals, U.S.A., Chairman and Chief Engineer, Culebra.
Maj. D. D. Gaillard, U. S. A., Culebra.
Maj. Wm. L. Sibert, U. S. A., Culebra.
Civil Engineer, H. H. Rousseau, U. S. N., Culebra.
Mr. Jo. C. S. Blackburn, Ancon.
Col. W. C. Gorgas, U. S. A., Ancon.
Mr. Jackson Smith, Culebra.
Mr. Joseph Bucklin Bishop, Secretary, Ancon.

DEPARTMENTS.

CONSTRUCTION AND ENGINEERING:

Lieut.-Col. Geo. W. Goethals, U. A., Chairman and Chief Engineer, Culebra.
Secretary, Wm. Howard May.
Chief Clerk, M. B. DePutron.
Office Engineer, A. B. Nichols.

DEPARTMENT OF EXCAVATION AND DREDGING:

Maj. D. D. Gaillard, U. S. A., Culebra.
Secretary, W. T. Haynie.
Division Engineer, Gorgona, Maj. Edgar Jadwin, U. S. A.
Assistant Division Engineer, Gorgona, Capt. Geo. M. Hoffman, U. S. A.
Division Engineer, Empire, D. W. Bolich.
Chief Clerk, S. J. Kennedy.
Assistant Division Engineer, Empire, Louis K. Rourke.
Division Engineer, Gatun, Wm. Gerig.
Chief Clerk, Mrs. C. L. MacPherson.
Division Engineer, La Boca, W. G. Comber.
Chief Clerk, David V. Stratton.

DEPARTMENT OF LOCK AND DAM CONSTRUCTION:

Maj. Wm. L. Sibert, U. S. A., Culebra.
Secretary, R. M. Sands.
Division Engineer, Gatun, Maj. Chester Harding, U. S. A.
Assistant Division Engineer, Gatun, Capt. Horton W. Stickle, U. S. A.
Chief Clerk, E. P. Thompson.
Division Engineer, Cristobal, Wm. Gerig.
Assistant Division Engineer, Gatun, Caleb M. Saville.
Division Engineer, Corozal, Sydney B. Williamson.
Chief Clerk, E. A. LeMay
Electrical and Mechanical Engineer, Culebra, Edward Schildhauer.
Designing Engineers, Structural Work Design, Henry Goldmark, David Molitor,
Designing Engineers, Masonry Design, Culebra, L. D. Cornish, H. F Tucker.
Division Engineer (Division of Meteorology and River Hydraulics), Ancon, R. M. Arango.
Chief Clerk, D. W. MacCormack.

DEPARTMENT OF MUNICIPAL ENGINEERING, MOTIVE POWER AND MACHINERY, AND BUILDING CONSTRUCTION:

Civil Engineer H. H. Rousseau, U. S. N., Culebra.
Secretary, J. C. Parsons.
Division Engineer, (Division of Municipal Engineering), Ancon, J. G. Holcombe.
Superintendent, Motive Power and Machinery, Culebra, George D. Brooke.
Chief Clerk, F. W. Doty.
Mechanical Engineer, Earl J. Banta.

Doctor F. Mutis Durán,

CHIEF JUSTICE OF THE CANAL ZONE.

Electrical Engineer, A. L. Robinson.
Master Builder (Division of Building Construction), Culebra, W. M. Belding.
Architect, Culebra, P. O. Wright, Jr.
Chief Clerk, J. H. Barbour.

DIVISION OF MATERIAL AND SUPPLIES:

Chief, W. G. Tubby, Cristobal.
Chief Clerk, Max Dyer, Cristobal.
Chief Clerk, W. C. Haskins, Ancon.
Stationer and Printer, Wm. Krugel, Ancon

DIVISION OF MAP-MAKING AND LITHOGRAPHY:

Chief, Charles F. Bertoncini, Ancon.

CIVIL ADMINISTRATION:

Head of the Department, Hon. Jo. C. S. Blackburn, Ancon.
Executive Secretary, H. D. Reed, Ancon.
Chief Clerk, J. K. Baxter, Ancon.
Division of Posts, Customs and Revenues, Tom M. Cooke, Ancon.

Deputy Collector, E. Lewis Baker, Cristobal.
Deputy Collector, Herman A. Gudger, Ancon.
Chief of Police, George R. Shanton, Ancon.
Chief Clerk, D. E. McDonald.
Chief of Fire Department, C. E. Weidman, Cristobal.
Asst. Chief, Charles F. Koerner, Cristobal.
Chief Clerk, Addison Bligh.
Superintendent of Public Works, Geo. L. Campen, Ancon.
Legal Adviser, Inocencio Galindo, Ancon.
Supt. of Schools, David C. O'Connor, Ancon.

CANAL ZONE JUDICIARY.

SUPREME COURT:

Chief Justice, Dr. F. Mutis Duran, Ancon.
Associate Justice, H. A. Gudger, Empire.
Associate Justice, Lorin C. Collins, Cristobal.
Clerk of Court, Walter Emery, Ancon.

CIRCUIT COURT, FIRST CIRCUIT:

Judge, Dr. F. Mutis Duran, Ancon.
Circuit Court Clerk, Walter Emery, Ancon.

CIRCUIT COURT, SECOND CIRCUIT:

Judge, H. A. Gudger, Empire.
Circuit Court Clerk, Elbert M. Goolsby, Empire.

CIRCUIT COURT, THIRD CIRCUIT:

Judge, Lorin C. Collins, Cristobal.
Circuit Court Clerk, Nelson R. Johnson, Cristobal.
Assistant Attorney for Isthmian Canal Commission and Panama Railroad, Geo. H. Bartholomew, Ancon.
Prosecuting Attorney, George M. Shontz, Ancon.
Senior District Judge, M. C. Rerdell, Cristobal.
District Judge, Thomas E. Brown, jr., Cristobal.
District Judge, S. E. Blackburn, La Boca.
District Judge, Edgar S. Garrison, Empire.
District Judge, R. C. Goodale, Gorgona.

SANITATION:

Chief Sanitary Officer, Col. W. C. Gorgas, U. S. A., Ancon.
Executive Officer, Maj. C. C. McCulloch jr., U. S. A., Ancon.
Chief Clerk, Harry E. Bovay.
Director of Hospitals, Maj. H. R. Carter, Ancon.
Chief Clerk, D. A. Laing.
Chief Quarantine Officer, Surgeon J. C. Perry, P. H. and M. H. S., Ancon
Superintendent, Ancon Hospital, Maj. John L. Phillips, U. S. A., Ancon.
Chief Clerk, J. M. Sinclair.
Superintendent, Colon Hospital, J. F. Leys, U. S. N., Colon.

General Inspector, Capt. Robt. E. Noble, U. S. A., Ancon.
Quarantine Officer, Surgeon Claude C. Pierce, P. H. and M. H. S., Colon.
Quarantine Officer, Dr. Fleetwood Gruver, Ancon.
Health Officer, Dr. John H. Purnell, Panama.
Health Officer, Dr. M. E. Connor, Colon.
Chief Sanitary Inspector, Joseph A. LePrince, Ancon.

LABOR, QUARTERS, AND SUBSISTENCE:

Manager, Jackson Smith, Culebra.
Assistant Manager, R. E. Wood, Culebra.
Chief Clerk, S. C. Klauber.
Superintendent, J. M. Maguire, La Boca Division, Ancon.
Superintendent, Charles L. Parker, Gorgona Division, Gorgona.
Superintendent, Edgar Lowe, Cristobal Division, Cristobal.
Superintendent, C. C. McColley, Culebra Division, Empire.

DISBURSEMENTS:

Disbursing Officer, Edward J. Williams, Empire.
Chief Clerk, Wm. M. Wood.

EXAMINER OF ACCOUNTS:

H. L. Stuntz, Empire.
Chief Clerk, W. D. Mabry.

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Secretary, T. H. Rossbottom, New York.
Treasurer, Sylvester Deming.
Assistant to President and General Manager, Hiram. J. Slifer, Colon, R. P.
Auditor, John Adams, New York.
Local Auditor, F. B. Stewart, Colon.
Passenger Agents, C. C. Van Riper, New York; James Hogan, Philadelphia, and Wm. H. Evans, Boston.
Freight Agent, A. E. Paterson, New York.
Special Agent, P. H. Cahill, New York.
Agent, F. R. Peake, San Francisco.
Superintendent, J. A. Smith, Colon.
Assistant Superintendent, R. W. Bergin, Colon.
Acting Trainmaster, F. Y. Thompson, Colon.
Chief Dispatcher, B. W. Jones, Colon.

Master Mechanic, P. G. Baker, Colon.
Supt. of Tel. & Tel., W. J. Rodman, Colon.
Cashier, R. H. Wardlaw, Colon.
Paymaster, P. G. Hoyt, Colon.
Land Agent, R. Yung, Colon.
Chief Engineer, R. Budd, Colon.
Supt. B. and B., J. A. Purdum, Colon.
Master Carpenter, J. D. Tysinger, Colon.
Roadmaster of Maintenance, E. Zook.
Roadmaster of Construction, M. B. Connolly.
Chief Electrician, Chas. Guckel.
Chief Clerk, Office of General Manager, W. G. Tucker, Colon.
Chief Clerk, Office of Maintenance and Construction, C. W. Lee, Colon.
Chief Clerk, Transportation Department, F. W. Fitch, Colon.
Traveling Auditor, J. C. Angel, Colon.
Relf. Agent, A. W. Ennis, Colon.
R. F. A. P. C., P. E. Cruchley, Colon.
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Sales Manager, W. F. Shipley.
General Storekeeper, Cold Storage Department, S. M. White.
General Storekeeper, P. R. R., E. L. Hubbard.
Gen. Yardmaster, J. K. Baxter, Colon.
R. F. A. P. C., J. St. C. Hunt, La Boca.
Colon Agent, A. S. Jussen.
Colon Ticket Agent, A. S. Mendes.
Gatun Agent, J. H. Hamilton.
Bohio Agent, M. D. Abello.
Tabernilla Agent, E. B. Thornton.
San Pablo Agent, F. C. Cornwall.
Mamei Agent, P. H. Manassa.
Gorgona Agent, D. E. Hayes.
Matachin Agent, P. L. Bradley.
Bas Obispo Agent, P. I. Purcell.
Las Cascadas Agent, G. M. Noltee.
Empire Agent, W. H. Graeser.
Culebra Agent, F. M. Roark.
Pedro Miguel Agent, R. B. Walker.
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Classified Business Directory

OF THE

CITY OF PANAMA.

POP. 1904: 20,305. POP. 1908: 37,210.

ESTIMATED VALUE OF BUILDING OPERATIONS FROM JANUARY 1, 1905 TO JANUARY 1, 1908:— $ 3.500,000 U. S. G.

ARCHITECTS.
(ARQUITECTOS.)

Agosti, Pietro, 52 W. 15th St.
Arosemena, Florencio Harmodio, 6 Plaza de Herrera.
Bonvini, Domingo. 36 Third St.
Bonvini, A. D., 15 Central Ave.
Bravo, Abel, 29 4th St.,.
Caselli, Napoleon, 36 North Ave.
Cubello, Julian Jimenez, 38 Fourth St.
Escamilla, Francisco, 116 Central Ave., Barañano's Drug Store.
Guardia, Enrique de la, 71 W. 14th St.
Perkins, P. I., 31 7th St.
Ruggieri, G. N., 103 E. 12th St.

ADVERTISING COMPANIES.
(COMPAÑIAS DE ANUNCIOS.)

Misteli & Jones, 61 Fifth St.

BAKERIES.
(PANADERIAS.)

Chavez & Blois, Camilo Chavez & Pedro Blois, 15, 21st. St.
Diaz, Pedro A., 82 Fifth St.
Garcia, Hnos., 211 E. 13th St.
Garcia, Severo, 114 W. 14th St.
Gibert, José, 34 and 200 Central Ave. and 81 W. 12th St.
Mata, Francisco, 207 Central Ave.
Moncallo, Celedonio, 22 W. 12th St.
Rivera, Ismael, 117 W. 14th St.
Walker & Duin, 36 Via de la Sabana.

BANKS AND BANKING.
(BANCOS Y BANQUEROS.)

American Trade Dev. Co., 97 Central Ave., Ramon Arias F., Mgr.
Banco Hipotecario, 49 8th St., Albino H. Arosemena, Mgr.
Brandon & Bros., Isaac, 51 Eighth St., Alexander Morrice, Mgr.
Ehrman & Co., 60-62 Fifth St., Felix and John Ehrman, Mgrs.
Fidanque & de Castro, 93 Central Avenue, M. Fidanque, Mgr.
Fidanque & Sons, M., 93 Central Ave., M. Fidanque, Mgr.

BARBERIA INTERNACIONAL. Se Afila Toda Clase de Herramientas. (Razors sharpened.)—TOMAS HASSAN.
CALLE 8A. No. 33, PANAMA.

International Banking Corporation, 43-45 7th St. and 49 Central Ave., W. Bundy Cole, Mgr.
Panama Banking Co., 38 Fifth St., Chas. H. Flicke, Mgr.

BARBER SHOPS.

(BARBERIAS.)

Allen, C., 343 Central Ave.
Arenas, Exequiel, 104 Eleventh St.
Burton E., 440 Central Ave.
Defranchi, Julio, 154 Central Ave.
DeGracia, Juan B., 146 Ave. B.
Diaz, Eliodoro, 144 Central Ave.
Diaz, José M., 114 E. 12th St.
Estero, Eduardo G., 120 Central Ave.
Goodin, R. A., 9 José de Higinio St.
Hassan, Tomas, 33 Eighth St.
Magallon, Marcelino, 267 Central Ave.
Menes M., Lizardo, 495 Central Ave.
Nievas, Andres, 100 Eleventh St.
Ocaña Miguel, 288 E. 14th St.
Oliva, José de la, 21 Marañon.
Orozco, Juan de Jesus, 43 B. St.
Radcliff, H. C., 237 Central Ave.
Rodaniche, Arcadio, 384 Central Ave.
Rodriguez, Antonio, 88 Eleventh St.
Rodriguez, Juan, 133 Central Ave.
Roldan, Antonio, 457 Central Ave.
Rudas, Isaias, 97 W. 12th St.
Salcedo, Vicente, Hotel Central
Thomson, José, 425 Central Ave.

BICYCLE REPAIR SHOPS.

COMPOSICION DE BICICLETAS

Regis & Lacroisade, 113 E. 12th St.
Spaccarotela, Fidel, 23 Balboa St.

BILLIARD ROOMS.

(BILLARES.)

Baldeolivar & Co., 130 Central Ave.
Espinosa, Carlos, 69 San Vicente St.
Fraga, Seoane y Co., 273 Central Ave.
Metropole Hotel, F. P. Peterson, Proprietor, 170-172 Central Ave.
Mondesie, L. D., 165 North Ave.
McLean, O. G., The Turf, 12 Plaza de la Independencia.
Ordoñez, Gregorio, 87 Colon St.
Olarte, Gabriel, 43 G. St.
Ramirez, Sinforesa, 16 Twenty-first St.
Sedas, José Alberto de, 114 E. 12th St.
Villaplana, Guerrero & Co., 237 Central Ave.

BLACKSMITHS & HORSE-SHOERS.

(HERRADORES.)

Cummings, Roberto, 350 Central Ave.
Fernandez, Claudio, 82 B. St.

Marshall, J., 82 Caledonia St.
Whynn, Roberto, 62 Caledonia St.

BOOT & SHOE STORES.

(ALMACENES DE CALZADO.)

Müller, Oscar, 70 Central Ave.
Regal Shoe Store, Carlos Müller & F C. Herbruger, 79 Central Ave.

CABLE COMPANIES.

(COMPANIAS DE CABLES.)

Central & South American Telegraph Co., J. R. Cotter. Mgr., 34 Fifth St. and 27 Avenue A.
West India & Panama Cable Co., Egerton Humber, Mgr., 2 Sixth St.

CAPITALISTS.

(CAPITALISTAS.)

Arias, Tomas, 12 Sixth St.
Arias, F. Agustin, 84 Central Ave.
Boyd, Federico, 66 Fifth St.

CHARCOAL DEALERS.

(CARBONERIAS.)

Oliva, Ipolito de la, 158 North Ave.
Ross, Carlos, 112 Ancon Blvd.

CHURCHES AND RELIGIOUS SOCIETIES.

(IGLESIAS.)

Cathedral, Cathedral Park.
Chinese Joss House, F. Azcarate, Mgr., 27 Balboa St.
La Merced, Central Avenue, Prov. José Quinzada.
San Francisco, San Francisco Park, Prov. José Suarez.
San José, Cor. Av. B and 8th St.
Santa Ana, Santa Ana Park, Vicario Prov. Antonio M. Sanguillen.
Wesleyan Methodist (Colored) Rev. M. B. King, Pastor.
Young Men's Christian League, Ancon Blvd., Miss Rose Johnson, Secretary.
St. Paul's Anglican Church, Rev. G. O. Eskins, Pastor, 345 Central Avenue.
Ku Kin Chan, Chon Han, Mgr., 174 North Ave.
Yan Wo, F. Azcarate, Mgr., 138 North Ave.

CIGAR FACTORIES.

(FABRICA DE TABACOS.)

Gomez, Carlos, 266 Central Ave.
Hull, Cyril S., 216 Central Ave.
Morris & Co., E., 303 Central Ave.
Perigault, A. B., 170 North Ave.
Utter, C. H., 290 Central Ave.

CIGAR STORES.

(CIGARRERIAS.)

Blasco, Antonio, 242 Central Ave.
Dutary, Alberto, 13 Balboa St
Ferran, Antonio, 235 E. 15th St.
Garcia, Gervasio, 192-193 Central Ave.
Mellado, I., 149 Central Ave.
Olivares, A., 5 W. 16th St.

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Sanchez, Luis, 149 Central Ave.
Soley, Romana, 266 Central Ave.
Silva, Gonzalo, 240 E. 15th St.

COFFEE STORES.

(CAFÉS.)

Lievich Ricardo, 195 Central Ave.
Villarreal, Adelina, 160 Twelfth St.

COMMISSION MERCHANTS.

(COMISIONISTAS.)

Abad, David, 249 Central Ave.
American Trade Developing Co., 97 Central Avenue, Ramon Arias, F., Mgr.
Arosemena Hnos., 233 Thirteenth St., Eduardo Ycaza, Mgr.
Brandon & Bros., Isaac, Alexander Morrice, Mgr, 51 Eighth St.
Calvo, Raul J., 72 North Ave.
Colonial Trading Co., Ernest Lagarde, jr., President.
Fidanque & Sons, M. Fidanque, Mgr., 93 Central Ave.
Jacobs, A., 56-60 North Ave.
Jaeger, Carlos, 6th St. Deposit, 153 Avenue A.
Jaeger, Carlos, Office 6 6th St.
Lively & Wissenberger, 72 Fifth St.
Maduro & Hijos, Henry Maduro, Manager, 93 North Avenue.
West Coast Trading Co., P. L. Fellinger, Manager, 56 Sixth St.

CONFECTIONERS.

(DULCERIAS.)

Gonzalez, Pedro, 311 Central Avenue.
Moncallo, Celedonio, 22 W. 12th St.
Santos, Dolores, 254 Central Ave.

DENTISTS.

(DENTISTAS.)

Calvo, Dr. J. B. 118 Central Ave.
Arango, Dr. Julio, 45 Ninth St.
Gallol, Dr. A. Q, 44 Central Ave.
Gutierrez, Dr. Marcel, 44 Fifth St.
Cooper, Dr. A. S., 8 Sosa St.

DISTILLERIES.

(ALAMBIQUES.)

Ching Sung, 234 Avenue B.
Tarté & Bravo, Abel Bravo, Manager, 145 South Ave.

DRUGGISTS.

(BOTICAS.)

Aguilera, Dr. S. J., 182 Central Avenue.
Barañano, Eusebio, 116 Central Avenue.
Benedetti, Hnos., Ramon Benedetti, Manager, 2 stores, 43 and 326 Central Ave., "La Union."
Duran, Eustaquio, 11 Caledonia St.
Espinosa, B., Manuel, 103 Central Avenue, Central Pharmacy

Kohpcke, Arturo, 73 Central Avenue, Cathedral Pharmacy.
Lewis, H. A., 18 B. Street, Santa Ana Drug Store.
Martinez, Abraham, English Pharmacy, 81 Central Ave.
Mora & Roman, Manuel A. Mora, Manager, 179 North Ave.
Moran, Javier 386 Central Ave.
Preciado & Co., Y. Preciado, Manager, 2 stores, 1.6 Central Avenue, Corner Avenue B. and Eighth Street. Sucursal 210 Avenue B.
Uribe, Augusto, 250 Avenue B.
Utter, Chas. H., 290 Central Avenue and 229 W. 15th St.

DRYGOODS AND NOTIONS.

(GENEROS Y NOVEDADES.)

Amigó, Miguel, 77 Central Ave.
Cardoze, M D., Cor. 8th Street and Avenue B.
Chamorro, Salvador, 168 Central Avenue.
Dannis, B., 276 Central Avenue.
De Castro, Daniel, 68-70 Eighth Street.
De Hincapié, Florencia N., 131 Avenue A.
Del Rio & Co., C. F., 112 Avenue B., Deposit 97 Avenue B.
Delvalle Bros., Cor. Ave. B, and 9th St.
De Sola & Co., H., 55 Central Avenue.
Fuentes, M. & S., 409 Central Avenue.
Garcia, Ignacio Ruiz, 129 North Avenue Sucursal 129 North Avenue, near Market.
Henriquez, Herman, J. C., 91 Central Avenue.
Henriquez, M. D., 115-119 Central Avenue.
Henriquez, S. D., jr., 107-9, Ave. B. and 60 Ninth St.
Herbruger Co. The F. C., 2 stores, 101 North Avenue, 131 North Avenue, Depot 87 North Ave.
Heurtematte & Co., M., 77 Ave. B.
Horane, Beehara, 141 North Avenue.
Kaplan & Co., M., Eighth St., and Avenue B.
Lindo, Mauricio, 89 Central Ave.
Luria & Co., 80 Avenue B.
Mahoney, T. J., Cor. Ninth St., and Avenue B.
Manzano & Co., M., 8 B. St.
Mezrahi, J, 139 North Avenue, 209 Thirteenth St., 2 stores.
Mires, Alexandra, 80 North Ave.
Maduro-Lupi, Co., 95 North Ave.
Oduber, Porfirio, 54 Eighth St.
Perigault, P, 1 Balboa Street.
Piza, Lindo & Co., 57-63 Ave. B.
Piza, Piza, & Co., 74 Central Ave.
Ponce, Belardino, 252 Central Avenue.
Quelquejeu, L. A., 86-88 Ave. B.
Rodriguez, Maria de la Paz, 10 Balboa St.
Sasso & Sons, 72 Central Ave.
Schuber, Mrs. Dolores, 275 Central Ave.
Seguran M., 118 North Avenue.
Shoeron, S., 247 Central Avenue.

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Toledano & Sons, 95 Central Ave.
Villareal C., 91 Eleventh St.

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(LUZ ELECTRICA.)

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(EXPORTADORES E IMPORTADORES.)

Armour & Co., 56-60 North Ave.
Lupi, Amadeo C., 143 Central Avenue.
Swift & Co., N. R. de Andrade, Manager, 126 Avenue B.
Ycaza, Braulio, 153 12 Eighth St.

EXPRESS COMPANIES.

(COMPAÑIAS DE EXPRESOS)

Wells Fargo Express Co. J. L. Townsend, Agent P. R. R. Co.
American Express Co., American Trade Developing Co., Agents, 97 Central Ave.
Panama & Cuban Express Co., West Coast Trading Co., Agts., 56 South St.

FRUIT DEALERS,

(FRUTERIAS.)

Esteves & Co. José M., 290-292 E. 14th St.
Isaza, Pedro, 19 Balboa St.
Jiron, Petra, 34 Colon St.
Ross, Carlos, 112 Ancon Boulevard.
Sanchez, José, 136 North Ave.

FURNITURE.

(MUEBLERIAS.)

Careta, Eduardo, 258 Central Avenue,
Cowes, Carlos A., 146 Central Avenue.
Cowes, Guillermo A., 399 Central Avenue.
Piza, Lindo & Co , 57-63 Ave. B
Santeugini, A.. 82-84-86 W. 12th St.

GENERAL MERCHANDISE.

(MERCANCIAS GENERAL.)

Abad, David, 299 Central Ave.
Alvarado. G. A., 127 North Ave.
Ardito, N., 86 North Avenue.
Arosemena & Co , F., 145-151 Avenue A.
Diaz, B. & F., 175 North Ave.
Del Rio & Co., C. F., Cor. Ninth Street and Avenue B.
Delvalle, Manuel D. Henriquez, 216 Thirteenth St
Fabrega, Ernesto, 2 stores, 82-84 Avenue B. and 95 Avenue A.
Guardia & Co., 69 Eighth Street, Agustin Arango jr., Manager.
Herrera, Elisondo, 219 Thirteenth Street.
Simons & Velasquez, 78 North Avenue.
Valencia, W., 80 North Avenue.

Villalaz & Co., 119-125 North Avenue Depositories, 117 North Ave., 105-107 Eleventh Street, 115 Eleventh Street, 122-124 Eleventh St.

Wilson, Carlos A., 5-7 Colon St.

GROCERS AND PROVISION MERCHANTS.

ABARROTES y PROVISIONES

Alvarado, G. A., 127 North Ave.
Arias Feraud, Ramon, 137 North Avenue, Ramon Arias F. jr., Manager.
Armour & Co., A. Jacobs, Agent, 56-60 North Ave.
Canavaggio, P., 82 Central Ave.
Conte, Antonio, Plaza de Santa Ana, and 150 W. 13th Street.
De Caro, Daniel, 379 Central Avenue.
De Diego, C., 116 North Ave.
De Lemos, José, Cor. Avenue B. and Seventh St.
Goti, Alberto J., 127 Avenue A.
Menotti, Pablo, 178 Central Ave.
Octavio, A., 84 Marañon.
Obarrio, Gabriel, 85-87 Avenue A.
Rumler, José D., 184 North Ave.
Salgueiro & Alvarez, 123-125 North Avenue Depository, 161-169 Twelfth St.

Sanchez, Miguel, 142 North Ave.

The International Trading Co., Ltd., T. A. Brown, Manager, 264 Central Avenue.

Ullrich & Co., Arturo de Lemos, Manager, 54-58 Fifth St.

HARDWARE & IRONMONGERY.

(FERRETERIAS.)

Arias F. Agustin, 84 Central Avenue.
Arosemena, Hnos., 223 Thirteenth Street, Constantino Arosemena, Mgr.
Bellino, Ernesto, 151 North Ave.
Chiari, Nicolas, 105 North Ave.
Guardia & Co., Agustin Arango, Manager, 68 Eighth St.
Lyons & Co., Emanuel, 2 stores, 78 Central Avenue and 340 Central Avenue.
Villalaz & Co., N. Villalaz, Mgr., 119 North Avenue.

HARNESSMAKERS.

(TALABARTERIAS.)

Perry, F., 118 B. St.
Sufrez & Co., 167 E. 16th St.

HATMAKERS.

(SOMBREREROS.)

Alain, B., 156 Twelfth St.
Charri, Estevan, 21 Balboa St.
Endara, M., 69 Ninth St.
Lopez, M. M., 102 Eleventh St.
Rodríguez, Evaristo, 109 Eleventh St.
Subía, E., 238 Central Avenue.
Terrelonge, John, in front La Boca Switch.

HIDE DEALERS.

(CUEROS Y ZUELAS.)

Calvo, Raul J., 72 North Avenue.
Lupi, Amadeo C., 143 Central Avenue.

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HULL & Co., Prop.

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Panama, Empire and Gorgona.—COMPLETE LINE of GENTS FURNISHINGS.

Torm, F., 164 North Avenue.

HOTELS.

(HOTELES).

American Exchange, Mme. Dumas-Leroy, Prop., Santa Ana Park.

Angelini, Luís Angelini, Prop., 513 Central Avenue.

Astor, S. Freedburg, Manager, 199 Central Avenue.

Central, John Ehrman, Manager, fronting Cathedral Plaza.

Continental, Lizardo Menes M., Prop., 491 Central Avenue.

Genova, Matías Batalla, Prop., 19 B St.

Gran Hotel Milán, Giuseppe Dibanna, 278 Central Avenue.

Italia, Tomás Martínez, Prop., 226 Central Avenue.

Kenmore, C. S. Buttrick, Prop., Central Avenue, fronting Ancon Boulevard.

La Andaluciá, Juan Mimo, Prop., 487 Central Avenue.

La Marina, Peña y Vilá, Props., 76 Fifth St.

La Union, Pedro Martín, Prop., 21 B St.

Metropole, F. P. Petersen, Prop., 170-172 Central Avenue.

Patria, Emelia Mong, Prop., 467-691 Central Avenue.

The Tropic, J. H. Johnson Prop., 343 Central Avenue.

Tivoli, Ancon, J. M. Maguire, Mgr., Ch. Merritt, Asst. Mgr.

ICE CREAM PARLOR

(HELADERIAS.)

Cafe Victoria, 39 Seventh St., Cathedral Park.

Herbruger, Luis, 153 Central Avenue near Santa Ana Park.

Montero, Fermin, 128 Central Avenue, "Rey del Mundo".

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(HIELO).

Panama-American Corporation, Office & Factory, No. 1 Ninth St.

Yeaza & Diez, Braulio Yeaza Mgr,. 60 Avenue B.

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(COMPAÑIAS DE SEGUROS.)

American Trade Dev. Co., 97 Cent. Avenue, Ramon Arias F. Mgr.

American Bazaar, Carlos Eleta. & G. Eisenman, 67 Central Avenue.

Berguido, Carlos, 23 José de Obaldía St.

Ehrman & Co., John & Felix Ehrman, Mgrs., 60-62. Fifth St.

Fidanque & Sons, M. Fidanque., Mgr., 93 Central Avenue.

International Life Insurance Co., J. N. Popham, Vice-president, 44 North Avenue.

Maduro-Lupi & Co., Henry Maduro. Mgr., 93 North Avenue.

Piza, Piza & Co,. Cor. Central Avenue and 8th St.

Toledano S. L. & Sons. S. L. Toledano Mgr., 95 Central Avenue.

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Aldrete, Pedro, 32 Ninth St. Plaza de Herrera.

Calorie, J. A., 284 Central Avenue.

Claramunt, Salvador, 260 Central Avenue.

De Diego, Julio F., 67 Sixth St.

Gloge, Roberto, 61 Central Avenue.

Haak, Otto, 75 Central Avenue.

Lacroisade & Regis, 41 Seventh St.

Marquis J. S., 7 4th of July St.

Misteli, José, 87 Central Avenue & 50 Eighth St.

Müller Oscar, 70 Central Avenue.

Nuñez, Emeterio, 54 W. 13th St.

Ponce, Arturo, 292 Central Avenue.

Ponce, Belardino, 252 Central Avenue

Whitbourne J. A., 365 Central Avenue.

Panié, Francisco, 68 Fourth St.

Puertaz, H. José, 164 W. 14th St.

Redondo, A., 114 and 260 Central Avenue.

White, A., 328 Central Avenue.

Ybañez, Francisco, 232 Central Avenue.

Yeaza, Pedro, 151, W. 12th St.

AMERICAN LAUNDRIES

(LAVANDERIA AMERICANA)

American Laundry, L. S. Mordecai, Prop., 31 W. 16th St.

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Aguilera, Salomon Ponce, 132 South Avenue.

Arosemena, Pablo, 223 E. 13th St.

Ballen, Daniel, 72 North Avenue

Barañano, Faustino, 86 Plaza de Arango.

Bonis, J. M. 72 Avenue B.

Badiola G., Miceno. 45 Third St.

Cano, José Hilario, 76 South Avenue.

Dannis, Sam. B., 276 Central Avenue.

Duran, Facundo Mutis, Ancon, Canal Zone.

Fabrega, Julio, 37 Ninth St.

Teran, Oscar, 32 Fourth St.

Filos, Francisco, 25 Central Avenue.

Garcia Dr. Juan Cuevas, 36 Fifth St.

Henriquez, Juan, 143 Plaza Arango.

Hinckley, Theo C., 35 Fifth St.

Jaramillo, Ernesto, 36 Fifth St.

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Lombardi, Juan, 75 Avenue A.
Morales, Eusebio A., 72 North Avenue.
Noriega, Manuel A., 115 Central Avenue
Ortega, Gerardo, 117 Avenue A.
Paredes, Ismael G. de., 187 Avenue A.
Patiño, H , 49 W. 14th St.
Picon, José María Vives, 35 Avenue A.
Ponce, J. Jil, 37 Ninth St.
Porras, Belisario, 99 W. Twelfth St.
Perigault, Saturnino, 17 Ninth St.
Rozo, Santiago, 36 Fifth St.
Valdes, Hector M, 47 North Avenue.
Valdes, Ramon M., 42 Fifth St.
Villalaz, Nicanor, 125 Eleventh St.

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Arias, F. Agustin, 84 Central Avenue
Compañía de Préstamos y Construcciones,. J. Gabriel Duque. Pres. Sixth St.
Sucesora de Manuel Jaén, Flora de Jaén, Mgr.. 114 Eleventh St.

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(MADERAS)

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Arosemena, Hnos, 223 E. Thirteenth St.
Guardia & Co., Agustín Arango Jr., Mgr , 69 Eighth St.
Pinel & Company., Chiari and Jimenez, Mgrs., 163 E. 16th St.
Quelquejeu & Co., 336 Central Avenue.
Yeaza, Eduardo, Dep., 200 North Avenue.

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(FABRICAS DE FIDEOS.)

Bellino, Ernesto, 14-16 W. 12th St.

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(FABRICA DE HIERRO Y MADERA.)

Calamar, Francisco, 179-181 W. 14th St.
Chapeto, Pedro, 13 W. 16th St
Germino José, 162 Twelfth St.
Paviche, Manuel, 116 Eleventh Street.

MARBLE DEALERS.

(Marmolerias.)

Frazzi, José, 153 W. 15th St.

MARKETS.

(MERCADOS)

The Panama Market, Antonio Linares, Mgr., North Avenue.

MATTRESS MAKERS.

(COLCHONERIAS).

Estrada, Jil., 248 Central Avenue
HENDERSON, A. A., "La Cubana", No. 58 North St.

Henderson, A. A., 58 Ninth St.
Ureta, Pedro, 96 Eleventh St.

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(ROPA PARA HOMBRES.)

Aaron & Sons, I., 105-107 Central Avenue.
American Bazaar, 67 Central Avenue
American Bazaar, Cor. Central Ave. and B. St.
Müller, Carlos, Cor. 6th St. and Cathedral Park

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(OBSTATRICES)

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Chatrú, Emilia, W. 14th St.
González, Luz, 80 Colon St.

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(SOMBRERERIA Y ROPA DE SEÑORAS.)

De Brun, Mrs. María S., 270 Central Avenue., "La Elegancia".
De Calvo, Josepha R., Bazar de Modas, 149 Central Avenue.
DuBois, C. C. S., 339 Cent. Ave.
Fernández & Co., Serafina, 204 Central Avenue "Las Españolas".
Illueca, Ignacia, 6 Avenue A.
James Mrs. E., 359 Central Avenue.
Renaut, Mme. 52 Eighth St.

MILK DEALERS.

(VENTA DE LECHE.)

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Aizpuru, Rafael, 58 South Ave., "Caledonia."
Achurra, Cerafin, Etelvina Lopez, 10 W.B.th St.
Alfaros, "Bailamonos."
Ardilas, 4th St., & Avenue B.
Carbone, Carlos. 12 W. 13th St.
Chanis, Daniel, "Pedro Miguel."
Diaz, Domingo, Ancon Blvd.
Dutary, Juan, "La Noria."
Diaz, Pedro, 80 Fifth St.
Garros, Carlos, "San Miguel."
Guardia, Eduardo, "La Carrasquilla, 115 Ninth St.
Herrera, Elisondo, 219 E. 13th St.
Mallergas, Las., "Caledonia."
Obarrio, Nicanor, Juan "Franco."
Pinel, Hnos., "Bella Vista."
Paredez, José, "Hato Pintado."
Ruiz, Ignàcio, "Las Sabanas."
Terrero, Bentura, "Crematorio Viejo."
Vergara, Tomas, "La Pulida."
Ycaza, M. M., 153 E. 13th St.

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(COMPAÑIAS DE MINAS)

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Sánchez, Luis, 149 Central Avenue
Badillo, E. Z., Central Avenue.

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(MOSAICOS.)

E. Chellini & Co., 1., Central Avenue
Ehrman, Juan, El Chorrillo.

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(INSTRUMENTOS DE MUSICA.)

Amigó, Miguel, 77 Central Avenue.
García, Gervacio, 192 Central Avenue.
Jacobs, A., 56-60 North Avenue.
Redondo A., 114 Central Avenue
Lively & Wisenberger, 72 Fifth St.

NEWSPAPERS.

(PERIODICOS.)

El Cronista, Aureliano de la Torre, Prop., 39 First St.
El Duende, Edmundo Botello, Prop., 121 E. 12th St.
El Pais, Espino & Co., Props., 130 Ave. B.
El Tiempo, J. V. Ruiz, Mgr., 4 Sosa Street.
Gaceta Official, Lisando Espino, Editor.
La Fraternidad, La Cooperativa, Olegario Henriquez, Mgr.
La Republica, Aizpuru, Aizpuru, Prop., 140 E. 12th Street.
Nuevos Ritos, Ricardo Miro, Prop., 37 Cent. Ave.
Panama Journal, (El Diario), M. F. Rodriguez, Mgr., 6th St.
Registro Judicial, (Supreme Court Record).
Registro Municipal, Faustino Barañano, Mgr., (Municipal Record).
Resena Escolar, J. D. Moscote, Mgr., (Secretaria de I. P.)
The Canal Record, J. B. Bishop, Editor, (Official Organ, I.C.C.)
The Press, (La Prensa), Hamilton Foley, Editor, 37 Cent. Ave.
The Star & Herald and La Estrella de Panama, Carl von Lindeman, Mgr., 16 South Ave.

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(NOVEDADES.)

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Garcia, Gervasio, 193 and 194 Central Ave.
Liano, Mamerto, 36 B. St.

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Isambert, Antoine, 4th of July Blvd.
Naar, Prevall F., 254 Ancon Blvd.
Villanueva, Juan, 76 B St.
Wilhems, Luis Felix, 90 Plaza de Arango.

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(CASAS DE EMPEÑOS)

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DeLeon, Flora de Jaen, 114 Eleventh Street. (Sucesora de Manuel Jaen.)

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Endara, Carlos, 62 North Ave.
Goldsmith, E. I., 194 Cent. Ave., upstairs.

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(MEDICOS.)

Aguilera, Dr. S. J., 182 Central Avenue.
Amador Guerrero, Dr. Manuel, North Ave. (Presidencia.)
Bertoli, Dr. Ferruccio, 95 W. 12th Street.
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Icaza, Dr. Julio, 50 Seventh St.
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Alfaro & Vallarino, "Tipográfia Excelsior," Luis E. Alfaro and Dario Vallarino, Props., Ave. B. bet. 11th and 12th Sts.
Aranda, José de los Reyes, "La Republica," 140 W. 14th St.
Botello, Edmundo," El Duende," 121 E. 12th St.
Casis & Co., T., 6 Sosa St.
De la Torre & Sons, M. R., 39 First St.
Ramos, Samuel N., 62 North Ave.
Sosa & Co., Pablo Villalovos, Mgr., "Tipográfia el Istmo," 130 Ave. B.
The Star & Herald Co., Carl von Lindeman, Mgr., 16 South Ave.
Velasco, Mario S., "Tipografia Santa Ana," 51 W. 17th St.

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(RESTAURANTES.)

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Burke, N. H., 1 Marañon "The Seashore."
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Courel, Eduardo "La Frontera" 4th of July St., Panama and First St., Ancon.
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Falco, Luis, 271 Cen. Ave.
Farfan, Dolores, 156 Cen. Ave.
Fernandez, Joaquin, 196 North Avenue.
Farré, Juan, 138 Cen. Ave.
Galvez, Vicente, 431 Cen. Ave.
Hewitt, E., 457 Cen. Ave.
Lowe, A. C., 147 E. 16th St. "The Pacific."
Marcellas, Salvador A., 180 Cen. Ave., "Peninsular."
Martin, Pedro, 21 B. St., "La Union."
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Tettamanto, Emelia, 257 Central Avenue.
Valenzuela, Maria, 11 Colon St.
Vaz, E., 421 Cen. Ave.
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Yatio, Staho, 21 B. St.

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Utter, Chas. H. 290 Cen. Ave.
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Alvarez, Manuel, 196 North Ave.
Anderson, E., 418 Central Ave.
Angelina, Luis, 513 Cen. Ave.
Ardito, N., 86 North Ave.
Arias, P. A., 101 Sixteenth St.
Arias. Juan Pablo, 141 Ave. A.
Avecilla, Vicenta, 71 San Vicente St.
Baldeolivar, Ambrosio, 130 Central Avenue.

Baccaro, Thomas, 145 W. 14th Street.
Barahona, Zoilo, 375 Cen. Ave.
Basset, Celiado, 365 Cen. Ave.
Beatriz, G. J , Via de la Sabana.
Bellino, Ernesto, 151 North Ave.
Bennett, F., 13 Via de Caledonia á Guachapalí.
Berman, Luis, 89 W. 16th Street and 2 Blvd. 3rd of November.
Bernard, Clara, 7-9 21st St.
Bertoli & Co., Tulio, 162 Central Avenue.
Blanco, Carlos, 30 Caledonia.
Bonifatti, Antonio, 25 Fourth of July St.
Brando, Antonio, 14th St. and North Avenue.
Calvo, jr., P. J., 321 Cen. Ave.
Cameron, Chas., 32 Caledonia.
Campbell, Edmundo, 94 Guachapali.
Carmona, Clotilde, 282 E. 14th Street.
Cartiac, J., 84 Guachapali.
Centella, Felipe, 20 an Vicente Street.
Clock, Evelyn, 263 Blvd. Ancon.
Charri, Estevan, 21 Balboa St.
Chavez, Camilo, 2 Marañon.
Collins, S., 46 Guachapali
Conte, Antonio, 15 Plaza Santa Ana.
Coreo & Co., 297 Central Ave.
Cornejo, Juan Bautista, 79 Caledonia.
Coroalles, Amalia, Front of San Miguel.
Coucher, A., 9 Marañon.
Covolo, Juan Bautista, 435 Central Ave.
Cox, J. E., 412-414 Cen. Ave.
Davis, Thomas N., 32 Guachapali.
DeCain, Louise, 193 North Ave.
De Diego, Eduardo, 32 Blvd. 3 de Noviembre.
De Franchi, Julio, 154 Cen. Ave.
Deller, Maria de la Cruz, 52 W. 16th St.
Delgado, Carlos, 264 E. 14th St.
Delgado, Herminia, 65 W. 12th Street.
Diaz, D., 12 Marañon.
Dixon, Oscar, W. 16th St.
Donato, Juan, 35 (bis) 16th St.
Dorun, George, 249 Cen. Ave.
Ducomun, Mercedes H. vda. de, 114 Blvd Ancon.
Duran, Tarquino, 17 B. St.
Dutary, Alberto, 13 Balboa St.
Echebeen, Mary, 42 Marañon.
Elena, Francisca Maria, 61 W. 12th St.
Engelsberg, I., 146 E. 16th St.
Espinosa, Carlos, C., 69 San Vicente St.
Estero, Eduardo, 120 Cen. Ave.
Esteves & Co., Jose M., 290-292 E. 14th Street.
Eisenring, Germaine, 246 E. 15th Street.
Fabrega, Ernesto, 95 Ave. A.
Falco, Luis, 271 Central Ave.
Farfan, Dolores, 156 Cen. Ave.
Farfan, Marcelino, 34 W. 16th Street.
Feaderosa, Eugenio, 144 Colon St.

Ferias, Amador, "Chorrilo"
Fernandez, Joaquin, 196 North Avenue.
Fernandez, Manuel, 3 Plaza Santa Ana.
Francis, E., 27 Calidonia.
Francis, Emogin, 134 Caledonia.
Freeburg, S, 199 Cen. Ave. Astor House.
Froyano, Francisco, 22 Jose de Alba St.
Fuentes, Cayetano, 26th St.
Galvez, Vicente, 431 Cen. Ave.
Galvez, Vicente, 224-226 Ancon Blvd.
Garcia, Juan B., 263 E. 14th St.
Garcia, Luciano, 16 Av. A.
Garner, R., 41 Guachapali.
Goldberg, F., 87 W. 16th St. and 1 Blvd. 3d of November.
Gomez, G. Ernesto, 272 Ancon Blvd.
Gonzalez, C., 28 Colon St.
Gonzalez, Domingo, 58 Caledonia
Gonzalez, Gertrudis, 29 Caledonia
Balderach, John, 9 Plaza de Sta. Ana.
Gonzalez, L., 80 Colon St.
Gonzalez, Pedro, 311 Cent. Ave.
Goodin, R. A., 9 Jose de Higinio Street.
Gorgas, Manuel, 138 W 13th St.
Goti, Alberto J., 123-125 Ave. A.
Goti, Tomas, 71 B. St.
Grant, John, 157 Caledonia.
Gualbert, Teodoro, 13 Marañon.
Guerra, Antonio, 71 Central Ave.
Gael, William, 25 Caledonia.
Guerrero, Custodio, 23 Marañon.
Hardware, Isaac, 10 Caledonia.
Harris, Geo., 432 Central Ave.
Hart, R. B., 440 Cent. Ave.
Henry, Cadle, 21 Guachapali.
Henry, Elena, 223 Ancon Blvd.
Hincapié, Florencia N. de, 131 Ave. A.
Hurtado, Jose Eustacio, 28 Guachapali.
Jacome, Jose, 195 Cent. Ave.
Jaeger, Carlos, "Delmonico," Cent. Ave. and Cathedral Plaza.
Johnson, George, 55 Marañon.
Johnson, J. G., 343 Central Ave.
Kaityson, R., 22 Caledonia.
Lawson, Chas. W., 24 Ancon Blvd.
Leguia, Justina, 68 B. St.
Lewis, J., 57 Colon St.
Lewis, Maximiliano Pedro, 106 Guachapali.
Lezcano, Adriano, 280 E. 15th Street.
Liano, Mamerto, 36 B. St.
Liebich, Richard, 195 Cent. Ave.
Linares, Guillermina, 31 B. St.
Lopez, Celestina, 19 José de Higinio St.
Lopez, Simon A., 15 Marañon.
Lowe, A. C., 147 E. 16th St.
Lynch, Francisca, 270 Ancon Blvd.
Lyons, Mauricio, 22 G. St.
Magallon, Marcelino, 267 Central Avenue.
Martin, L. E., 21-23 Pueblo Nuevo.
Martinez, Rosenda, 373 Central Avenue.

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Menotti, Pablo, 178 Cent. Ave.
Mercado, Fela, 47 Colon St.
Merel, Ramon R., 52 North Ave.
Michel, François, 30 Marañon.
Minervine, Leonardo, 28-30 4th of July St.
Miraglia, Francisco, 369 Central Avenue.
Mon, Amelia, 30 José de Higinio Street.
Mondesie, L. D., 165 North Ave.
Mong, Emelia, 467-471 Cent. Ave.
Montero, Fermin, 128 Cent. Ave.
Morales, M., 67 W. 17th St.
Morano, F., 98 B. St.
Moss, William, 104 Guachapali.
Muñoz. Francisco Javier, 38 José de Alba St.
Navas, Rosa, 25 Colon St.
Nichol, John, 53 Marañon.
Nuñez, Gorgonio, 223 W. 14th Street.
O'Brien, J., 439 Central Ave.
Olarte, Gabriel, 43 C St.
Oliva, Ipolito de la, 197 North Avenue.
Ordoñez, Gregorio, 87 Colon St.
Orozco, Ana J., 445 Central Ave.
Osorio, Marie Josefa, 126 W. 16th St.
Pelicot, Felix, 4 Via de Caledonia á Guachapali.
Perez, Bertina, 37 Colon St.
Perez & Co. E., 106 Cent. Ave.
Perez, D., 35 Colon St.
Periañez, Romulo, 170 Ave. A.
Perigault, A. B., 173 North Ave. Dep. 166 North Ave.
Ponce, Juan Bautista, 52 B. St.
Posado, Magdalina. 371 Central Avenue.
Poveda, Eduvijen de, 87 Colon Street.
Prieto, Antonio, 225 Cent. Ave.
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Ramirez, Sinforosa de, 16 Twenty-first St.
Ramos, Juan, 441 Central Ave.
Reed, Margarita, 5 Fourth of July St.
Ricor, Mauricio, 5 B. St.
Rivera, José A., 139 Avenue A.
Riza, Salvador, 44 C. St.
Rosa, Carolina de la, 21 Twenty-first St.
Royer, Maria, 69 W. 12th St.
Ruigero, Genaro, 291 Central Ave.
Rulia, Justo de la, 399 Central Avenue.
Rumler, José de, 184 North Ave.
Salinas, José Gertrudis, 249 Avenue B.
Salguero, Miguel, 31 Pueblo Nuevo.
Salgueiro & Alvarez, 123-125 North Ave.
Samuel, T., 26 Caledonia.
Santa Maria, Manuela R. de, 59 Balboa St.
Santanach, José del R., 267 E. 14th St.

Segura, M., 116 North Ave.
Seminari, Juan, 272 Central Ave.
Sevanos, José M., 91 W. 12th Street.
Simmons, Jorge, 49 Colon St.
Simons & Velasquez, 78 North Avenue.
Sinosa, Marius, 37 Marañon.
Smith, David, 53 Caledonia.
Solanilla, Rengifo, 28 San Miguel.
Solano, J. F., 27 Marañon.
Stevens, Alexander, 50 Marañon.
Tejada, S., 16 Marañon.
Thompson, Jos., 425 Central Ave.
Torres, Antonio, 80 Caledonia.
Torres, Marcela, 68 Fourth St.
Ureña, José J., 148 Central Ave.
Valdez, Agustin, 104 W. 16th St.
Valenzuela, Maria, 11 Colon St.
Valles, Antonio, 7 Plaza Santa Ana.
Vaz, E., 421 Central Ave.
Vega, Pantaleon, 20 Colon St.
Vidal, F., 115 Avenue A.
Villalaz, E., 1 Marañon.
Villaplana, Guerrero & Co., 237 Central Ave.
Viz, Samuel de, 41 San Vicente
Wellington, John, 92 Guachapali.
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Yatio, Staho, 17 B. St.
Ycaza, M. S. de, 33 Fourth St.
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Dominguez, M., 181 Ave. A.
Henderson, A. A., 58 Ninth St.
Ivey, T., 28 Caledonia St.
Rangel, Nicolas, 2 Marañon.
Reubeno, Carmel, 197 North Ave.
Perry, F., 118 B. St.
Walker, R. R., 411 Central Ave.

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Escobar, Daniel, 73 Ave. A.
Naudeau, Alejandro, 108 Eleventh St.
Porras, Alejandro, 186 Ave. B.
Reyes, Manuel de J., 24 Fourth St.
Rodriguez, F. 27 Fourth St.

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Espinosa B., Manuel, 103 Central Avenue.

PLATERIA Y JOYERIA DE PEDRO ALDRETE.—PLAZA HERRERA. CASA No. 32.
En este acreditado Taller se hacen los mejores trabajos relacionados con el Ramo. Especialidad en Monturas de Piedras Preciosas y Perlas. ESMERO Y PRONTITUD.

Herbruger, Luis, 153 Central Ave.
Kohpcke, Arturo, 73 Central Ave.
Llewellyn, Swain & Co., 19 B. St.
Malek, Juan, 64 W 16th St.

SODA FACTORIES & BOTTLING WORKS.

(SODERIAS.)

Altamira, F. T., 180 North Ave.
Charpentier, Carlos, 66 Ancon Boulevard.
Coeroli, J. B., 48 W. 16th St.
Isthmian Aerated Water Co., Thos. MacNish & Co., 205 Central Ave.
Kohpcke, Arturo, 319 Central Ave.
Llewellyn, Swain & Co., 19 B St.
Martinez, S. Samuel, 78 Ave. A.
Panama Soda Water Factory, Pascal Canavaggio, Prop., 489 Central Ave.
Sanchez, Julio, 211 Central Ave.

STATIONERS & BOOKSELLERS.

(LIBRERIAS.)

Barreiano, Eusebio, 116 Central Ave.
Benedetti Bros., 43 Central Ave.
Hall, G., 245 Central Ave.
Mora Bros. Co., 179 North Ave.
Panama Railroad News Agency, A. Bienkowski & P. Sperling, Props. P. R. R Station.
Utter, C. H., 290 Central Ave.
Vibert & Dixon, 7 Central Ave.
Vidal, F., 115 Ave. A.
Preciado & Co., I., 51-53 Sixth Street.

STEAMSHIP AND RAILROAD LINES.

(LINEAS DE VAPORES Y FERROCARRILES.)

Compagnie Generale Transatlantique (French Line), Ehrman & Co., Agents, 60 Fifth St.
Compañia Maritima, Julio Poyló & Co., 14 North Ave.
Compañia Nacional de Transportes (Automobile Line) Treasurer, G. Ehrman, Secretary, R. Heurtematte, garage 38 Fourth of July St.
Compañia Sud-Americana, Ehrman & Co., Agents, 60 Fifth Street.
Compañia Transatlantica de Barcelona, Ignacio Ruiz Garcia, Agent, 76 North Ave.
Hamburg-American Steamship Co., M. Fidanque & Sons, Agents, 93 Central Ave.
Kosmos Line, American Trade Developing Co., Ramon Arias F., Agent, 97 Central Ave.
La Veloce (Italian Line), M. Fidanque & Sons, Agents, 93 Central Ave.
Leyland - Harrison Steamship Line, Thos. MacNish & Co., Agents, 205 Central Ave.
NATIONAL NAVIGATION Co., of Panama, Próspero Pinel, President, Pablo Pinel, Vicepresident and Treasurer, Juan Antonio Guizado, Secretary. 111 North Avenue.

National Steamship Co. and Floating Dock Co., of Callao, F. A. Pezet, Local Representative, 22 First Street.

Pacific Mail Steamship Co., J. V. C. Comfort, Agent, 50 Sixth Street.

Pacific Steam Navigation Co., Chas. F. Peebles, Agent, 2 Plaza Independencia.

Panama Railroad Co., H. J. Slifer, Gen. Manager. Offices and passenger station, Central Ave.; La Boca terminus, north of Caledonia St. Viaduct; passengers for La Boca get aboard here except on steamer days when the La Boca train leaves from regular passenger station. Freight house at foot of North Ave.

Panama R. R. Steamship Co., H. J. Slifer, General Manager, Office, P. R. R. Station, Central Ave.

Panama Street Railway Co., Office 338 Central Avenue. Management reorganized in February, 1908.

The Royal Mail Steamship Co., Isaac Brandon & Bros., Agents, 51 Eighth St.

STORAGE WAREHOUSES.

DEPOSITOS PARA ALQUILAR.

Cooke, Henry E., 61 Fifth St.

TAILORS.

(SASTRES.)

Batista, D., 101 Ave. A.

Bosquez, Teodoro, 122 Guachapali.

Bullen and Boyke, 373 Cent. Ave.

Callejas, S., 159 Ave. B.

Clarke & Co., W. J., 286 Central Avenue.

DONNICI ALBERTO y Cia., Leonardo "La Elegancia," No. 162 W. 14th Street.

Dewers, H., 110 Ancon Blvd.

FEARON, A. A., the Tailor, No. 23 Fourth of July St.

FEARON, FRED. N., Prop., the Ancon Sports Depot, No. 1 Fourth of July Street and Cent. Avenue, Tailoring and Outfitting. Reliable Workmanship.

Haynes, Alberto, 52 Colon St.

Gibb, J., 372 374 Cent. Ave.

Giscombe W., 20 Twenty-first St.

Guess, Wm., 54 Caledonia.

Irving, S. G., 296 Ancon Blvd.

Justiniani, Nicolas, 36 Eighth St.

Luzcando, Eusebio, 51 San Miguel.

Martin, H., 290 E. 15th St.

Martin, J. F., 16 F. St.

Perez, A., 6 G. St.

Pollard, Thos., 55 Caledonia.

Pritchard, G. E., 329 Cent. Ave.

Reid, E. A. S., 63 Sixth St.

RIVADENEIRA, JOSE, "Sastreria Guayaquil" No. 42 Fourth Street. Custom Tailor.

Rodriguez, B., 132 Ave. A.

Rosse, S. G., 262 Central Ave.

Trelles, Julio M., 97 Ave. A.

Turner, G. Allen, 411 Cent. Ave.

Wilkins, G. D., 185 North Ave.

Undertakes TO CLEAN and PRESS All Garments Entrusted To Him.

G. D. WILKINS,
GENERAL TAILOR and OUTFITTER.
No. 185 NORTH AVENUE, PANAMA.

A SPECIALTY IN TAILORING.
Satisfaction Guaranteed.

Wilson, E. B., 29 4th of July St.
Vasquez, E.,30 Eighth St.

THEATRES.

(TEATROS.)

Metropole Theatre, F. P. Peterson, Prop., 170-172 Cent. Ave.
National Theatre, 42 Third St.

TINSMITHS.

(OJALATERIAS.)

Borke, Henry, 93 Ave. B.
Fidel, Spaccarotella, 23 Balboa Street,
Muñoz, Bertoldo, 144 E. 12th St.

TRUNK MANUFACTURERS.

(FABRICA DE BAULES.)

LeBlanc, jr., Guillermo, 55 W. 16th St.

MONTILLA, GIL, 82 North Avenue-Baules, Muebles y Hamacas por mayor y menor.

UMBRELLA MENDERS.

(REPARADORES DE PARAGUAS.)

Henderson, A. A., 60 Ninth St.
Ureta, Pedro, 96 11th St.

UNDERTAKERS.

(FUNERARIAS.)

Alvarado, A.,Fráncisco,34 B. St.
LeBlanc, jr., Guillermo, "La Istmeña," 72 B. St.

UPHOLSTERERS.

(TAPICERIAS.)

Henderson, A. A., 60 Ninth St.
Ureta, Pedro, 96 Tenth St.

VETERINARY SURGEONS.

(VETERINARIOS.)

Arce, Enríque, 24 Ninth St.
Mordecai, Dr. L. S., 31 W. 16th Street.

WAGONMAKERS.

(CARRUAJERIAS.)

Cummings, Roberto, 350 Central Avenue.
Chapeto, Pedro, 13 W. 16th St.
Fernandez, Claudio, 15th and B. Streets.
Lopolito, Francisco, 4 Fourth of July St
Sufrez & Co., 167 E. 16th St.

WINES AND LIQUORS.

(VIVERES Y LICORES.)

Altamira, F. F. de, 180 North Ave.
Bellino, Ernesto, 151 North Ave.
Bertoli & Co., Tulio, 162 Central Ave.
Canavaggio, P., 82 Central Ave
Caro,Daniel de, 379 Central Ave.
Corco & Co., 27 Central Ave.
Diego, Eduardo de, 19 3rd. of November Blvd.
Henriquez, Jesurun, 7 José de Obaldia St.
Icaza, M. M., 152 Twelfth St.
Martinez, S. Samuel, 78 Ave. A.
Monteverde,José C., 64 Fifth St.

Perigault, A. B., 173 North Ave.
Robles, Virginia, 181 North Ave.
Salas, Raimundo Pascual, 30 W. 14th St.
Sanchez, Miguel, 142 North Ave.
Torm, F., 164 North Ave.
Ullrich & Co., Frank, 54-58 Fifth Street, Arturo de Lemos, Mgr.

OMISSIONS.

Bartolome, Fiol & Co., 307 Central Ave, upstairs, Concrete Block Manufacturers.

Courel, Rivaflecha & Co., Corner 4th of July St., Panama, and First St., Ancon, Contractors and Concrete Block Mnfrs.

DIEGO, CARLOS de, Avenida Norte, No. 116. "La Estrella" Tienda Mixta. Importador y Exportador. Ventas por mayor y menor.

El Rastro, 317 Central Avenue, Second-hand goods.

Longval, G., Civil Engineer, and Chief Engineer for the Panama Government, Room 171, Government Building.

Lopolito Gaitan, Francisco, No. 1 4th of July St.

Pruna, Antonio M., Cor. Central Avenue and Fourth St., Genl. merchandise.

Pinedo, Herman, Manufacturers' Agent, North Avenue.

St. Croix, Marquis de, representing Pfeiffer & Co., Hotel Central.

Strunz, Dr., 166 Central Avenue.

CHINESE ESTABLISHMENTS.

(ESTABLECIMIENTOS CHINOS.)

GENERAL MERCHANTS.

(MERCANCIAS EN GENERAL.)

Achun, Jacinto, 248 Cent. Ave.
Chan Fat, 14 Caledonia.
Chin Chon, 348 E. 13th St.
Chon Chang, 213 E. 13th St.
Chon Lee, 223 13th St.
Chong Hen, 88 South Ave.
Chong Hing Lung, 171 North Ave.
Chong Kee, 45 Ancon Blvd.
Chong Kee Chang, 113 B. St.
Chong Woo, 2 Colon Street.
Chong Tay Foo, 93 Fifteenth St., and 83-85 B. St.
Choy Hop, 244 Ave. B.
Chun Kee, 74-76 Guachapali.
Cin Fat Chong, 118 Caledonia.
Con Lee Chong, 163 W 15th St.
Con Man Chong, 78 Colon St.
Con Sing, 89 Pueblo Nuevo.
Con Sing Yee, 160 Caledonia.
Cui Chong, 89 South Ave.
Diaz, Joaquin, 159 North Ave.
Fak Lung ang, 37 W. 13th St.
Fang Lee, 11 B. St.

J. A. WHITBOURNE—Junior of the firm of J. B. Whitbourne & Co., Kingston, Ja.
ESTABLISHED OVER 60 YEARS. } Watch and Clock Maker. Sixteen Years' Experience. Jeweler and Optician. Your Patronage Solicited. { No. 361 CENTRAL AVENUE, --PANAMA.--

Feng Tay, San Miguel.
Fen Woo, 39-41 B. St.
Fock Loy Chang, 36 Cent. Ave.
Fok Sin Chong 144-146 Caledonia.
Fon Fat Cheong, Caledonia.
Fong Fat Chan, 47 South Ave.
Fong Tai, 424 Cent. Ave.
Fock Chong, 9 Caledonia.
Fong Yueng, 274-276 E. 15th St.
Fong Yuen, 155 North Ave.
Fock Heen Long, 438 Cent. Ave.
Fock San, 17 W. 12th St.
Fook Wo Hing, Ling Kee & Co., 215 Thirteenth St.
Feng San, 23 San Miguel.
Feng Tai, 18 San Miguel.
Fung Hing & Co., 147 North Ave.
Fung Loy, 13-15 Pueblo Nuevo.
Gee Hing Long, 9 Cent. Ave
Guien Cheng Woo, 199 South Ave
Gung Sung Chang, 263 Cent. Ave.
Hang Chong Tan, 72 Marañon.
Hang Hing, 22-24 Via de la Sabana.
Han Kee, 90 Colon St.
Hang Sang, 48 Marañon.
Han Hing Long, 19 Marañon.
Han Hop, 186 Cent. Ave.
Han Kee, Caledonia.
Han Tai, 15 Guachapali.
Hing Chong Chang, Caledonia.
Hip Chong Long, 362 Cent. Ave.
Hop Hing Hang, 232 W. 15th St.
Hop Hing Lung, 52 Marañon.
Hop Hong Long, 6 Marañon.
Hoy Jap, 65 San Vicente St.
Hop Kee, 122-124 North Ave.
Hung Fong Chang, 56 W. 16th Street.
Jap Yeep, 61 Ave. A.
Jen Ching, 40 B. St.
Joi On, 21 Trujillo.
Kay Kee, 78 North Ave.
Keo Wo, 33 Caledonia.
Kim Wah, 394 Cent. Ave.
Kong Fock Cheong, 145 North Avenue.
Kong Hing, 96 Marañon.
Kong Kee, 211 Ave A.
Kong On Chang, 86 W 16th St.
Kon Sang Chang, 218 Cent. Ave.
Kong Sing, 154 W. 15th St.
Kong Tai, 152 W. 14th St.
Kong Yee, 120 Guachapali.
Kong Yee Hop, New Street off Caledonia.
Kon Sun Chang, 81 W. 13th St.
Kon Yee Chang, Plaza Arango and 11th St.
Kong Yee Hop, 5-7 Via á Guachapali.
Kiong Tai, 2 Marañon.
Kung Hing, 199 North Ave.
Kuan Lung, 2 Marañon.
Kung Ying Tan, 5 Via de la Sabana.
Kun Yick, 398 Cent. Ave.
Kum Tai Lung, 176 North Ave
Kuong Fong Chong, 47-49 San Miguel.
Kuong Fong Fat, 134 W. 15th St.
Kuong Hing Lung, 410 Central Avenue.
Kuong Ling Hing, 413-415 Cent. Avenue.
Kuong Man Wo, 261 Cent. Ave.
Kuong Sang, 31-33 Fourth of July St.

Kuong Sang Chang, 36-38 Colon St.
Kwong Yee Sang, 20 Tenth St.
Kwong Lee Chong, 17 San Miguel.
Lee Hing Chang, 186 W. 14th St.
Lee Hing Chong, 140 North Ave.
Lee Woo, 108 Caledonia.
Lee Woo Chong, 129 B. St.
Lo Tim Fock, 268 Cent. Ave.
Lum Chong, 122 Cent. Ave.
Loy Kee, 38-40 Balboa St.
Luis, Santiago, 31 San Miguel.
Man Chong Jon, 39 San Miguel.
Man Cong Long, 68 Marañon.
Man Hop, 95 Colon St.
Man Lung Tai, 157 North Ave.
Man Lung Tai, 153 North Ave.
Man On, 400 Cent. Ave.
Man On Tai, 157 North Ave.
Man Sang, 9 Caledonia.
Man Yee Chang, 62 Ave. B.
Mingon Chang, 298 Cent. Ave.
Nom Chen Woo, 37-39 Pueblo Nuevo.
On Foo Shin, 79 Third St.
Ong Chang, 49 Victoria St., Cor. 13th.
On Yik Hang, 75 W. 17th St.
Pang Chang, 112 B. St.
Po Hing, 19 Cent. Ave.
Pon San Chan, 288 Cent. Ave.
Qui Chon Chan, 68 South Ave.
Qui Chon Cheong, 68 North Ave.
Sam Lee, 163 North Ave.
Sam Woo, 30 Guachapali.
Sam Yick Chong 68 Ancon Blvd.
San Cian, 35 Caledonia.
Sang Woo Chang, 252 Ancon Boulevard.
Sang Yuen, 100 Guachapali.
San Tai, 139 W. 14th St.
San Tai Chang, 63 San Vicente.
See Hing Lung, 287 Ancon Blvd.
Sen Woo, 152 Ave. A.
Shtung Cheng, 144 North Ave.
Sian Tai, 156 Caledonia.
Si Hing & Co., 26 Jose de Higinio St.
Sim Gen Chan, 465 Cent. Ave.
Sin Chong Lee & Co., 112 North Avenue.
Sin Chin, 98 Guachapali.
Sin Chong Yee, 27 Jose de Higinio Street.
Sin Fock Chong, 143 E. 16th St.
Sing Chong, 83 Ave. A.
Sing Chong Chang, 99 Ave. A.
Sing Chong Long, 11 Caledonia.
Sing Fook Chang, 300 Cent. Ave.
Sing Yuen Seng, 17 W. 15th St.
Sin King Faf, 33-35 Pueblo Nuevo
Sin Kong On, 390 Cent. Ave.
Sin Woo Chang, 25 Trujillo.
Sion Tai Lung, 223 Ancon Blvd.
Soro, Jose, 60 Ave. A.
Suc San Cheon, 66 Caledonia.
Sui Lee, 475 Central Ave.
Sui Sang, 75 Ave. B.
Sui Yuen Chang & Co., 233-235 Cent. Ave.
Sun Chong Wo, 391 Cent. Ave.
Sung Chang, 139 B. St.
Sung Chang, 23 La Boca Blvd.
Sun Gen, 447 Cent. Ave.
Sun Gen Chan, 465 Cent. Ave.
Sun Hing & Co., 148 North Ave.
Sun Hop, 11 Caledonia.
Sun Yee Tai & Co., 461 Central Avenue.

RICHARD H. CHANDLER, Tailor and Cutter, also Cleaner and Repairer of All Woolen Clothes. Satisfaction given. Prices in touch with the times. Give me a trial and you will come again.—No. 270 Central Ave, Panama.

Suy San Chang, 96 Caledonia,
Sin Wo Jan, 60 Ave. A.
Sing Tun Hing, 201 W. 14th St.
Tai Lee, 376 Cent. Ave,
Tam Sang, 188 Cent. Ave.
Tan Asi, 110 B. St.
Tang Hong, 40 Marañon.
Tin Sing, 314 Central Ave.
Ton Fang Chang, 56 W. 14 h St.
Tong Fat Cheoug, 24 Caledonia.
Tong Kee, 388 Cent. Ave.
Tong Lee Tai, 212 Cent. Ave.
Tong Tai, 192 Central Avenue.
Tong Yuen, 155 North Avenue.
Tuck Hing Chong, 126 Central Avenue.
Tu Heng, 193 Avenue A.
Tung Hing Chan, 1 D. St.
Tung Lee, 11 B. Street.
Tun Sin, 286 E. 15th St.
Wan Sang, 19 Caledonia.
Wing Chong Chang, 20 Marañon.
Wing Lee, 34 Caledonia.
Wing On, 120 North Avenue.
Wing On Cheong, 49 Fourth of July St.
Wing Sang Jang, 55-57 Twenty-first St.
Wo San, 208 Central Avenue.
Woo Chong Chang, 31 Caledonia.
Wo Sang, Cor. North Ave. and 4th St.
Wo Sing Chang, 25-27 Pueblo
Yung Yin, 7 First St. Nuevo.
Yee Chong, 5 Avenue A.
Yee Chong Lung, 2 Marañon.
Yee Foo Sang, 44 W. 13th St
Yee Hop, 74 B. St.
Yee Lee Chong, 209-211 Ancon Boulevard.
Yee Long, 66 Marañon.
Yee On Lung, 219 Avenue A.
Yee Woo, 37 San Vicente St.
Yee Woo Jeng, 29 La Boca Blvd.
Ye Hop Ho, 30 W. 14th St.
Ten Lee, 143-145 North Ave.
Yip Woo & Co., 21 Avenue A.
Yit Fot Sin, 48 Colon St.
Yick Jap, 21-23 B. St.
Yuen Chang, 426-428 Central Avenue.
Yueng Hing, 69 B. St, Cor. W. 14th.
Yuen Lee, 169 North Ave.
Yuen Lee & Co., 150 North Ave.
Yuen Loy Chang, 134 Central Avenue.
Yee Lee Chang, 39 Marañon.
Yun Hen, 48 W. 13th St.

BAKER SHOPS.

(PANADERIAS.)

Yee Woo, 217 Central Avenue.

DRUG STORES.

(BOTICAS.)

Wing Chong, 200 E. 13th St.
Wing Wo, 190-192 E. 13th St.

FRUIT SELLERS.

(FRUTERIAS.)

Kwong Sang, 186 E. 13th St.
Jose Diaz, 132 North Avenue.

LAUNDRIES.

(LAVANDERIAS.)

Chang Lee, 325 Central Avenue.
Chang Lee, 194 W. 14th St.
Chong Wo, 296 Central Avenue.
Hip Lung, 139 Avenue B.
Hop Lee, 84 Fifth St.
Hop Woi, 134 Central Avenue.
Kwong Lung, 93 B. St.
Kwong Wo, 436 Central Avenue.
On Lee, 457 Central Avenue.
On Shing, 103 W. 13th St.
Pong Chong, 121 Avenue A.
Sam Sing, 86 Fifth St.
Sing Lee, 56 Colon St.
Sung Sing, 81 Avenue A.
Sing Lung, 193 W. 13th St.
Sung Woo, 79 Avenue A.
Song Lee, 393 Central Avenue.
Woh Lung, 17 Fourth of July St.
Woo Lee, 55 Avenue A.
Yee Lung, 302 Central Avenue.
Yeen Woo, 237 Central Avenue.
Yet Lee, 281 Central Ave.

OPIUM AGENCY.

(AGENCIA DEL OPIO.)

Yet Hong & Co., 182 E. 13th t.

PROVISION MERCHANTS.

(PROVISIONES.)

Po Yuen & Co., 212 Thirteenth St.
Chon Chang, 213 Thirteenth St.
Yet Wo Chang, 204 Thirteenth St.
Sang Lung & Co., 168 Thirteenth Street.
Tuck Wo Hing, Lung Kee, 215 Thirteenth St.

RESTAURANTS.

(RESTAURANTES.)

Yit Loy Kee, 177-179 E. 13th St.

SHOEMAKERS.

(ZAPATERIAS.)

Hop Sing, 259 Central Avenue.
Yuen Kee & Co., 173 Thirteenth Street.
Yee Wo Chong, 165 North Ave.

SILK AND CURIO STORES.

(SEDA Y CURIOSIDADES.)

Chong Fat & Co., 89 W. 12th St.
Chong Kee, 56 Ave. B. and 45 Sixth St.
Fat Yuen Bros., 135 Central Ave.
Kum Sing Chong, Hong Kee & Co., 197-199 E. Thirteenth St.
Po Yuen & Co., 210 E. Thirteenth St.
Wing On Lung. 160 Central Ave.
Yen Lee, 143-145 North Avenue.
Han Hap, 186 Central Ave.
Tong Chong, 164 Central Ave.
Kwong On Wo & Co., 202 E. 13th St.

TAILORS.

(SASTRERIAS.)

Chen Chang, 213 E. 13th St.
Yee Long, 227 Cent. Ave.
Yee Hop, 198 E. 13th St.
Po Yuen & Co., 189-191 E. 13th St.
Chun Hop & Co., 171 E. 13th St.

TINSMITHS.

(OJALATERIAS.)

Chi Chong, 178 E. 13th St.
Cong Lee, 161 North Avenue.
Hue Hop, 175 E. 13th St.
Ling Kee, 185 E. 13th St.
Quai Kee, 126 North Avenue.
Qwong Lee, 161 North Ave.

WINE AND LIQUOR STORES.

(VIVERES Y LICORES.)

Kwong Ling Hing, 413-415 Central Avenue.
Lee Hong Chong, 9 Plaza Santa Ana.
Sam Lee, 163 North Avenue.
Sui Lee, 475 Central Avenue.
Tai Hop, 197 North Avenue.
Man Yee Chang, 56 Avenue B.

Classified Business Directory

OF THE

CITY OF COLON.

POP. 1904: 4,350. POP. 1908: 13,470.

ESTIMATED VALUE OF BUILDING OPERATIONS FROM JANUARY 1, 1905 TO JANUARY 1, 1908:— $ 1,200,000 U. S. G.

ARCHITECTS.

ARQUITECTOS.

Colon Construction Co., W. Henrikson, Mgr.
Foulks & Co., J. W., 31 Front Street.
Padmore & Co., A. E., 53 Paez Ave.

ATTORNEYS.

(ABOGADOS).

Carrington, W. H., 174 Narino Ave.
Cuevas, J. Garcia, 11 Front Street.
Fairman, C. P., 12 Front Street.
Jaen, Jeremias, 86 Santander Avenue.
Rangel, Modesto, 113 Paez Avenue.
Valverde Fuerte, J. A., 17 Front St.

BAKERIES.

(PANADERIAS.)

Bosque & Ross, 140 Paez Avenue.
Brody, A. G., 50 Santander Avenue.
Maal Bros., O. B. Maal Mgr, 146 Bolivar Avenue.
Pinjon, A., 123 Paez Avenue.
Winter, David, 28 Santander Avenue.
White & Nenlan, 137 Nariño Avenue.

BANKS.

(BANCOS).

International Banking Corporation, Mgr., S. Levy, 21 Front Street.
Panama Banking Company, Mgr., William Owens, 1 Front St.

BARBER SHOPS.

(BARBERIAS).

Anglen, David, Trinidad Street.
Constantino. Leonidas, Colunge Street.
King & Bro., C., San Felipe St. opposite Railroad station.
Ramos, S., 23 Paez Avenue.
Sachel, Henry, 18 Bolivar Avenue.
Smith, Jose Augusto, Herrera St.
Suarez, H. M., Herrera Street.
Torrance. Gattens, 170 Bolivar Street.
Valdez, Ricardo, 169 Bolivar Ave.

BICYCLE REPAIRERS.

(COMPOSICION DE BICICLETAS).

Grannum, M., 9 Front Street.

BILLIARDS.

(BILLARES.)

Bailey, Richard, 26 Paez Avenue.
Food, Jane, 56 Paez Avenue.
Fleming, M., 177 Bolivar Avenue.
Salomon, S., 6 Bolivar Avenue.
Thompson, Nellie, 35 Paez Avenue.

BUILDING MATERIALS.

(MATERIAL DE CONSTRUCCION).

Abuchar Bros., 10th and D. Streets.
Henriquez, J. J., 718 Bottle Alley.
Rathbun, Stilson & Co., J. H. Stilson, Mgr., 1 Bolivar Avenue.
Stilson J. H., Office, San Jose Street.
Wagner & Co., 720 Bottle Alley.

BUTCHERS.

(CARNECEROS.)

Carneceria de Colon. office at J. H. Stilson's, San Jose Street.

CARRIAGE MAKERS.

(CARRUJERIAS).

Rowe, W, Felix. Justo Arosemena St.

CHURCHES.

(IGLESIAS.)

Christ church, Episcopal Rev. E. G. Cooper, Rector, Bolivar Ave.. front of American Consulate.
Wesleyan Church, Rev. E. J. Cook. pastor, 78-80 Santander Ave.
Roman Catholic Church, Rev. Padre Intereno, Huberto Putz, San Felipe Street.

CIGAR STORES.

(CIGARRERIAS.)

Cotes, Florentino, 29 Front Street.
Forero, D., 34 Bottle Alley.
Gregorio, Frank, 58 Paez Avenue.
Gregoire & Co., R., Trinidad Street.
Irvin & Sons, 5 and 6 Front Street.
Vibert and Dixon, 616 Front St.
Panama R. R. News Agency, Colon and Cristobal Passenger Stations.

CONFECTIONERIES.

(DULCERIAS.)

Glasgow, M., San Felipe Street.
Milligan, J. A., 64 Paez Avenue.

COMMISSION AGENTS.

(AGENTES COMISIONISTAS.)

Bastar, Eudaldo, 97 Bolivar Avenue.
DeLeon, M. A., 510 1-2 Front Street.
Estenoz, Luis F., 53 Paez Avenue.
Heuer, L., 55 Paez Avenue.
Price, J. Benjamin, 91 Bolivar Ave.
Wilcox, Roberto, Arboleda St.

CONTRACTORS & BUILDERS.

(CONSTRUCTORES.)

Cocking, Joseph E., Samaritan Lodge.
Colon Construction Company, W. Henrikson, Mgr.
Dennie, A. B., Cash St.
Lynch & Co., F. A., Bolivar Av.
Padmore & Co., A. E.. 53 Paez Ave.

DENTISTS.

(DENTISTAS.)

Crosbie, Wm., 91 Paez Avenue.
Dorant & Truesdell, 12 Front Street.

DRESSMAKERS.

(MODISTAS,)

Hinds, Mrs. A. M., 77 Bolivar Avenue.

DRUGSTORES.

(BOTICAS)

Bieberach, Dr. Carlos, 56 Bolivar Av.
Chenalloy & Co., S., 518 Bolivar Av.
Delgado & Salazar, 37 Front Street.
De Simmons, A. J., 712 Front Street.
Fenton, A. A., 107 Bolivar Avenue.
Paddyfoot, Dr. J. A., 71 Bolivar Ave.
Peoples' Drug Store, 929 Bolivar Ave.

ELECTRIC LIGHT COMPANIES.

(COMPAÑIA DE LUZ.)

Colon Electric & Ice Supply Company, M. A. DeLeon, Mgr.

FRUIT STORES.

(FRUTERIAS.)

Herrera, Fermina, 4 Bolivar Av.
White, Margarita, 56 Santander Av.

FURNITURE STORES.

(MUEBLERIAS.)

Bastar, Eudaldo, 97 Bolivar Av.
Lynch & Co., Frank, 129 Bolivar Av.

GENERAL MERCHANTS.

(COMMERCIANTES EN GENERAL.)

American Trading Co., Ltd., Geo. Cairns, Mgr. 124 Bolivar Av.
Chazulle, R., 19 Front St.
Domenico, Francisco, Colunge St.
Fidanque & Sons, M., Herrera St.
Frankel & Sasso, 28 Front St.
Goldstein & Co., 18 Front St., & 65 Paez Av.
Licho, Andres, 103 Paez Av.
Maduro, I. L. 3 Front St.
Oldstein Bros., C. Oldstein Mgr., San Felipe St.
Salas, Jacob, 147 Paez Av.
Toledano & Co., I. L., 17 Front St.
Toledano, S. L., 30 Front St.
Ullrich & Co, Frank, 12 Front St.
Wagner, Co., C. F. Wagner Mgr. 90 Paez Av.

GENTS' FURNISHINGS.

(ROPA PARA HOMBRES.)

American Bazaar, C. Eleta, Mgr., 32 Front St.
Roma, Generoso, 15 Front Street.
Rosanilla, Francisco, 47 Front Street.
Salomon, Alejandro, 16 Front Street.

HARDWARE.

(FERRETERIAS.)

Bonacorsi, Julio, 620 Bolivar Avenue.
Chazulle, R., 616 Front Street.
Chenalloy & Co., S., 418 Bolivar Street.
Henriques, J. J., 718 Bottle Alley.
Jaspe, M. A., 14 Front Street,
Stevenson, Juan, Front Street.
Wagner & Co., 720 Bottle Alley.

HARNESSMAKERS.

(TALABARTERIAS).

Gibbs, J., 190 Nariño Avenue.
Ward, H. J., 101 Nariño Avenue.

HAT STORES. (Panama)

SOMBRERERIAS DE PANAMA

Ramirez, E. N, 114 Bolivar Avenue.
Rodas, Braulio, 9 Front Street.

HOTELS.

(HOTELES.)

Astor House, W. P. Spiller & Co., Props., 4 Front Street.
Hotel Cecil, Americo Ortega, Mgr., 162 Bolivar Avenue.
Hotel Europa, Juan Marta, Prop., 104 Paez Avenue.
Hotel Franco-America, Cesar Cazenenve & Co., Props., 30 Paez Avenue.
Hotel Frances, Villadres & Lorca, Props., 148 Paez Avenue.
Hotel Genova, J. Farcet, Prop., 26 Front Street.
Hotel Italia, Fierovanti Gravina, Prop, 84 Bolivar Avenue.
Hotel Imperial, R. Bermudez, Mgr., 21-22 Paez Avenue.
Hotel Paris, Antonio A. Rubies, Prop., 54 Bolivar Avenue.
St. Elmo, Cooper & McRae, Props., Bolivar Street.
The Orleans, Nellie Robinson, Prop., 178 Bolivar Avenue.
Washington House, I.C.C. management, Sea Front.

ICE FACTORIES.

(FABRICAS DE HIELO).

Colon Electric & Ice Supply Co., M. A DeLeon, Mgr

HELADERIAS.

(HELADERIAS).

King, Claudine E., San Felipe Street.

JEWELERS & WATCHMAKERS.

(JOYERIAS & RELOJERIAS.)

Beal, D. E., 116 Nariño Ave.
Clarke, Arturo, 58 Santander, Avenue.
Domenico, Francisco, Colunge Street.
Duncan, L. A., 58 Paez Avenue.
Gonzalez, Francisco, 2 Front Street.
Kerr, J. L., 31 Front Street.
Lewis M. B, 47 Bolivar Avenue.
Perrenoud, Henry, 76 Paez Avenue.
Ryfkogel, John, 76 Paez Avenue,

MARKETS.

(MERCADOS,)

Mercado Nacional, Antonio Abello, Mgr., 124 Paez Avenue.

NEWSDEALERS.

(LIBRERIAS).

Colon Stationery & Supply Company, 53 Bolivar Street, (The Casket.)
Graunum, M., 9 Front Street.
Irvin & Thomas, 95 Front Street.
Irvin & Sons, 510 and 918 Front Street.
Vibert & Dixon, 616 Front St.
Panama R. R. News Agency, Blenkowski & Sperling, Props., Colon and Cristobal Passenger Stations.

NEWSPAPERS.

(PERIODICOS)

Relator Municipal, published by Municipal Council.
The Colon Starlet, Edward Lopez, Mgr., 95 Paez Avenue.
The Colon Telegram, J. H. Humphreys Mgr., 69 Bolivar Avenue.
The Independent, E. Clifford Bynoe, Editor, 36 Paez Avenue.

PAINTERS.

(PINTORES.)

St. Aubin, Artur, 80 Bolivar Avenue.

PAWNBROKERS.

(CASAS DE EMPEÑOS.)

Zeballo, Marco A., Colunge St.

KING'S SHAVING PARLOR,—Opposite Panama Railroad Station, COLON, R. P.
Only High Class and Artistic Work Done.
C. KING & BROTHER, Tonsorialists.

PHOTOGRAPH STUDIOS.

(FOTOGRAFIAS,)

Ecker, Jr., J. J., 49 Bolivar Avenue.
Moehr, Claud B., 22 Santander Ave.

PHYSICIANS.

(MEDICOS.)

Luckett, Dr. F. O., 13 Front Street.
Meikle, Dr. Louis S., 110 Bolivar Ave.
Paddyfoot, Dr. J. A., 71 Bolivar Ave.
Sedro, Dr. H. C., 11 Bolivar Avenue.

PLUMBERS.

(PLOMERIAS.)

Bravo & Brin, Juan Brin, Mgr., Front Street
Colon Plumbing Company, E. J. Luna, Mgr., 74 Bolivar Avenue.
Mohl, Chas.
Willcocks, A. J., 22 Bolivar Ave.

PROVISION DEALERS.

(PROVISIONES.)

Armour & Co., A. A., Lieuman, Mgr. 55 Bolivar Ave.
Canavaggio, Pascal, 10 Front Street.
Domenico, Francisco, Colunge Street.
Oldstein Bros., Corner Front and Arboleda Streets
Swift & Co., J. N. Andrade, Mgr., 28 Paez Avenue.

RESTAURANTS.

(RESTAURANTES.)

Andice, Henry, 134 Paez Avenue.
Barreto, Matilde, 163 Bolivar Avenue.
Benson, Richard, 9 Paez Avenue.
Dimas, Locarno J., 95 Bolivar Avenue.
Fan, Nemecio, 102 Paez Avenue.
Fernandez, Manuel, 183 Santander Ave.
Fletcher, William, 68 Bolivar Avenue.
Fraga, Damaso, 136 Paez Avenue.
Frank, M., 8 Paez Avenue.
Gravina, Feriovante, 160 Bolivar Ave.
Han, Chas., 156 Bolivar Avenue.
Lee, Mon, 100 Paez Avenue.
Leon & Martinez, Felix Leon, Mgr. 187 Santander Avenue
Melchard, Arnold, 29 Paez Avenue.
Monchon & Nestarides, 132 Colunge Street.
Ahumada, Enriqueta, Ricardo Arango Street.

SALOONS.

(CANTINAS.)

Andice, Henry, 134 Paez Avenue.
Argote, Jose S., 64 Bolivar Avenue.
Arlau, Carlos, 171 Bolivar Avenue.
Alejandro, Derica, 44 Nariño Avenue.
Anglen, David, Trinidad Street.
Away, Agostas, Herrera Street.
Bird, Elisa Edith, 66 Paez Avenue.
Barreto, Matilde, 163 Bolivar Avenue.
Burat, Meril, 198 Bolivar Avenue.
Bonface, Ernestina, 198 Nariño Ave.
Brown, H. C., 42 Paez Avenue.
Bailey, Richard, 26 Paez Avenue.
Batchelor, Rebecca, San Jose Street.
Benson, Richard, 9 Paez Avenue.
Black, Henry, Arboleda Street.
Bonacorsi, Julio L., 100 Bolivar Ave.
Bony, Eduardo, Colunge Street.
Corrigan Bros. & Co. J., Front Street.
Cezzarelo, A. Maria, 15 Bolivar Ave.
Cavallo, Amanda, 13 Paez Avenue.
Charles, Mary, 81 Paez Avenue.
Christian, James, 147 Santander Ave.
Campbell, Isaac, 39 Paez Avenue.
Clark, Leonora, 24 Bolivar Avenue.
Carter, H. James, 24 Bolivar Ave.
Carbonel, Reca Francisco, 175 Bolivar Avenue.
Curtis, Lizzie, 188 Bolivar Avenue.
Collins, Zedekiah, 56 Santander Ave.
Critchlou, Sinclair, Arboledo St.
Charluiz, Pedro, Ricardo Arango St.
Collins, Paulina, Justo Arosemena St.
Castro, David de, 40 Nariño Avenue.
Drummond, Amelia, 144 Santander Ave.
Diafa, Catalina, 198 Bolivar Street.
Dulice, Huberto, 96 Paez Avenue.

Davis. Kenneth. 126 Nariño Avenue.
Damaso, Fraga, 136 Paez Avenue.
Dollis, Jorge, 72 Nariño Avenue.
Delgado. Jose Manuel. 114 Santander Avenue.
Dimas, Locarno J , 97 Bolivar Avenue.
Dufour, Luciano. Colunge Street.
Duncan, Mathurin. 206 Bolivar Ave.
Denis, Peter. 25 Nariño Ave
Demus, Nicolas. 134 Paez Avenue.
Donado, Virgilio, 176 Bolivar Avenue.
Dais, William. 46 Santander Avenue.
Del Rio, Isabel, 176 Bolivar Avenue.
Ehrman, St. Amer,172 Nariño Avenue
Edward. Isidoro. 44 Nariño Avenue.
Edjar, A. Francisco, 38 Bolivar Ave.
Ellis, George, 183 Nariño Avenue.
Edward. James, 85 Nariño Avenue.
Filip, Elisa, 37 Santander Avenue.
Floria, Josefina, 131 Santander Ave.
Food. Jane, 56 Paez Avenue.
Fleming, Miss M., 177 Bolivar Ave.
Fernandez, Manuel, 82 Bolivar Ave.
Frank, M., 8 Paez Avenue.
Findle, Susanna, 186 Santander Ave.
Filvez, Valentina, 113 Santander Ave.
Fantin, V., 210 Santander Ave.
Fletcher, William, 93 Bolivar Avenue.
Graves, Alberto, Justo Arosemena St.
Grant, Carlos, Justo Arosemena Street
Grant, Thomas, 144 Santander Ave.
Geneteau, E., 62 Bolivar Avenue.
Gibbs, J., 190 Nariño Avenue.
Granville, Margarita, 216 Nariño Ave.
Gaskin, Thilistina, 26 Narino Avenue.
Gamer, Vivian, 44 Paez Avenue.
Hernandez, Salomé, 182 Nariño Av.
Howell, Pearl, 186 Bolivar Avenue, "La Mascota."
Julio, Catalina, 141 Bolivar Ave.
Krasselia, John, Corner Paez & Amador Guerrero Street.
Knight, Peter, 136 Paez Avenue.
Lacua, Dolina, 226 Nariño Avenue.
Leroy, Enrique, 205 Santander Avenue,
LaBarrié, Victor, 123 Bolivar Avenue.
Lebreton, Luis, 109 Bolivar Avenue.
Lam, John. 220 Bolivar Avenue.
Lam, R. S., 2 Front Street.
Lam. J. R., 31 San Felipe Street.
Lucien. Teofanie. 26 Nariño Avenue.
Leighton, P. D., 133 Paez Avenue.
Martis, Jack, 47 Front Street.
Melchard, Arnold. 20 Paez Ave.
McDonal, Clementina, 20 Paez Avenue.
Morales, Delfina, 185 Santander Ave.
Monchon & Nestarides, 132 Paez Ave.
Maximilian, Salvador. 90 Bolivar Ave.
Olsen, Jemima, 13 Bolivar Avenue.
Ordoñez, Julio, 127 Santander Ave.
Peña, Antonio, Santander Avenue.
Price, Benjamin J., 91 Bolivar Street.
Parks, Inez, 170 Bolivar Avenue.
Prescott, John, 166 Bolivar Avenue.
Placid, Luis, 154 Bolivar Avenue.
Pernet, Manuel N.. 196 Bolivar Ave.
Pelaez, Matilde, 14 Paez Avenue.
Padros, Jose, 38 Paez Ave.
Romero, Encarnacion, Arboleda St.
Rencio, Justa, 213 Nariño Avenue.
Ralú, H. A., 200 Bolivar Avenue.
Romero, Primitiva, Ricardo Arango St.
Sablo, P. J. & T. M., 104 Bolivar Ave.
Siver, Arturo, 218 Bolivar Ave.
Simons. Adelina, 115 Santander Ave.
Sedoc, Gabriel. 132Bolivar Avenue.
Sebil. Jacob. 85 Nariño Avenue.
Suarez. Aminta. 36 Nariño Avenue.
Sousa. Lionel de. 35 Santander Avenue.
Smith. Jose Auguste. Herrera St.
Silvera. R.. 234 Santander Avenue.
Silvera, M.. & Geo. E. Lang. 6 Paez Avenue.
Salamon. Samuel. 6 Bolivar Avenue.
Stedman. W. M.. 67 Bolivar Avenue.
Simons. Theortisto. 138 Paez Avenue.
Taylor. M. A. 64 Paez Avenue
Thompson, Alejandro. Trinidad St.
Thompson, Nellie, 34 Paez Ave.
Vaz, A. M., 70 Paez Avenue.
Vicent. Charles M.. 186 Santander Ave.
Vega, Margarita, 185 Santander Ave.
Valdez, Ricardo. 169 Bolivar Avenue.
Williams. Esther. 146 Paez Avenue.
Williams. John. 93 Bolivar Avenue.
William, Samuel. 203 Santander Ave.
Willen, Elena M.. 166 Bolivar Ave.
Yhap. C. J.. Ricardo Arango St.

Zapata, Carmelina, 86 Santander Ave.
Zapata, Carmen, 174 Bolivar Avenue.

SHOEMAKERS.

(ZAPATEROS.)

F. McNeil, 128 Bolivar Avenue.

SILVERSMITHS.

(PLATERIAS.)

Salomon, Lino, 6 Bolivar Avenue.
Torres & Crison, Enrique Torres, Jose L. Crison, 44 Santander Avenue.
Williams & Son, T. J., 98 Paez Ave.

SODA WATER FACTORIES.

(SODERIAS).

DeSimmons, A. J., 814 Front St.
Ralu, H. A., 708-710 Bottle Alley.

STEAMSHIP COMPANIES.

(COMPANIAS DE VAPORES.)

Compania Generale Transatlantique. (French Line), C. H. R. Raven. Agent, Office, Washington St.
Compania Transatlantica de Barcelona (Spanish Line), Ignacio Ruiz Garcia, Agent; office, corner Washington and San Jose Streets.
Hamburg-American Line (Atlas Line). Paul Moller, agent; office, Washington Street
Leyland & Harrison Line (English Line), W. Andrews & Co., agents; office, Front St., opposite Hotel Central.
Panama Railroad S.S. Co. (U. S. Government Line), Hiram J. Slifer, Manager; office, Panama Railroad depot, facing Front Street.
Royal Mail Steam Packet Co. (English Line). Hilary B. Parker, agent; office front of Panama Railroad Co.'s terminal.
United Fruit Company (New Orleans Line), P. S. McCormick, agent; office, Iturraldo St.

TAILORS.

(SASTRES.)

Bishop, C. S., 81 Paez Avenue.
Brett, C. A., 60 Paez Avenue.
Collier, Thos. A., 69 Bolivar Avenue.
Collins, Zedekiah, 56 Santander Ave.
Filip, Jose, 37 Santander Avenue.
Gooden, S. A., 47 Bolivar Street.
Gordon, A., Arboleda Street.
Grant, J. J., Trinidad Street.
Hope, Norman F., 92 Bolivar Street.
Jenkins, J. P., San Felipe Street.
Johnson, J. H., 74 Paez Avenue.
Lebreton, Luis, 109 Bolivar Avenue.
Michel, James, San Felipe Street.
Plummer, R. E., 21 Santander Avenue.
Robertson, James, 98 Paez Avenue.
Scippa, Gaetano, 33 Front Street.
Walrond, W. H., Herrera Street.
Warner, E. A, 112 Santander Ave.

THEATRES.

(TEATROS.)

The Bijou, 714-718 Bolivar St.

TINSMITHS.

(OJALATERIAS.)

Curling, J., 101 Nariño Avenue.

TRANSLATORS.

(TRADUCTORES.)

Bynoe, E. Clifford, Spanish and English
Cowan, T. R., Spanish. English and French.
Dietz-Potter, R., Spanish. English and French.
Ecker, Jr., J. J., Dutch. English. Spanish and French.
Henriquez, Ed.: 704 Front St.

WINES AND LIQUORS.

(LICORERIAS.)

Acosta, E. Anibal, San Felipe Street.
Ankrom & Co., J. H., 45 Bolivar Ave.
Bruun, H. M., 48 Front St. and 125 Paez Avenue.

Canavaggio, Pascal, 10 Front Street.
Hyatt, J M. 79 Bolivar Ave.
Ralu, H. A., 78-80 Paez Avenue

Higgins, Martin, 517 Bottle Alley.
ULLRICH & Co., FRANK, 12 Front Street.

OMISSIONS.

SPECIALTIES & NOVELTIES.
(VARIEDADES.)

Cruchley, Alicia, 29 Front St

Chazulle, R. A., 113 Bolivar Ave.
Ecker, J. J., 11 Front St.
Glover, Catherine, 20 Front St.

CHINESE ESTABLISHMENTS.
(ESTABLECIMIENTOS CHINOS.)

GENERAL MERCHANTS.
(MERCANCIAS EN GENERAL.)

Ah Kai, 40 Front Street.
Chang Chong, 142 Santander Avenue.
Chang Kee, 10 Nariño Avenue.
Chenalloy & Co., S., Bet. 111 Paez Ave. and Arboleda St.; 57-59 Bolivar Ave., and 30 Paez Avenue.
Chao Chong Yuen & Co., Bet. 71 Paez Avenue and Herrera Street.
Cheng Chang, 102 Nariño Avenue.
Cheng Sing, J., Arosemena Street.
Chen Sam, 179 Bolivar Avenue.
Chin Soong, 29 Paez Avenue.
Chin Wai Chong, 102 Santander Ave.
Chong Hing Chang, 19 Paez Avenue.
Chong Hing Chang, 20 Nariño Avenue.
Chon Heng, 93 Nariño Avenue.
Cong Chang, 191 Bolivar Avenue.
Fen Chong, 33 Paez Avenue.
Feng Chong Chang, 60 Santander Ave.
Fon Chong, 29 Bolivar Avenue.
Fon Sing Chong, 231 Nariño Avenue.
Fock Fong, 141 Nariño Avenue.
Foo Tai Ly, 56 Nariño Avenue.
Fu Kie, J., Arosemena Street.
Hang Chong, 30 Santander Avenue.
Heng Chong, 202 Nariño Avenue.
Hing Chang, 36 Bolivar Avenue.
Hop Lung & Co., 139 Bolivar Avenue.
Hop Shing Am. Trading Co., 129 Paez Avenue.
Hop Sing & Co., 49 Front Street.
Ho Shing, 200 Nariño Avenue.
John Hing, 139 Nariño Ave.
John Lam, 229 Bolivar Ave.
Kai Kee, Corner Paez Avenue and Columbus Street.
Ka Pwo Hing, 40 Santander Ave.
King Man Chang, 160 Nariño Avenue.
Kong Hing Fat, 60 Nariño Avenue.
Kwong Wing Tai & Co., 115 Bolivar Avenue
Lam Hing & Co., Paez Avenue, near Arboleda Street.
Lam Hop, 16-18 Bolivar Avenue.
Lam, J. R. Corner Paez Ave. and San Felipe Street.
Lee Cho, 50 Front St.
Lee Chong, 45-46 Front St.
Lee Min & Co., Bet. 22 Paez Ave, and San Felipe St.
Len Hing, 103 Nariño Avenue.
Lim Chin, 61 Bolivar Avenue.
Lin Sing, 42 Santander Avenue.
Long Kee, 57 Bolivar Avenue.
Man Chong, House 47, Fox River.
Man Lee Lam, 19 Bolivar Ave.
Man On, 81 Bolivar Avenue.
Man Sing, 60 Santander Avenue.
Man Woo, 209 Santander Avenue.
Mow Chong, 155-157 Bolivar Avenue.
On Chong, 5 Front Street.
On Lee Chong, 212 Bolivar Ave.
On Lee Fay, 26 Bolivar Avenue.

On Lee Tai, 24 Santander Avenue.
Paw Hing Chong, 46 Nariño Avenue.
Paw Tay Chong, San Felipe St.
Pow Hing & Co., 56 Front Street.
Sang Chong, 182 Bolivar Avenue.
Sang Wo Sang & Co., 57 Front Street, and 43 Paez Avenue.
Shing Hop, 82 Nariño Avenue.
Sing Cheong, 132 Nariño Avenue.
Sing Chong, 2 Bolivar Avenue.
Sing Chong & Co., 127 Paez Ave.
Sing Hing, 2 Nariño Avenue.
Sing Woo Chong, 126 Nariño Avenue.
Sin Woo, 201 Santander Avenue.
Sun Lee Lung & Co., Corner Front and Colunge Sts.
Tang Chong, 202 Santander Avenue.
Tay Lee, 70 Nariño Avenue.
Tock Chong & Co., Paez Avenue, near Arboleda St.
Tock Chong Tai & Co., Paez Ave. and Colunge Sts.
Tong Tai & Co., 128 Paez Avenue.
Tung Chang, 123 Paez Ave.
Tung Chong & Co., San Felipe Street.
Tung Fat, 62 Nariño Avenue.
Tung Sing, San Felipe Street.
Tung Sing Lee, 48 Nariño Avenue.
Tung Woo Tai & Co., 106 Bolivar Ave.
Wah Hing, 117 Paez Avenue.
Wah Lung & Co., 24 Front Street.
Wai Ong Tai, 236 Bolivar Avenue.
Wai On Tseung Chang, 38 Front St.
Wang Foo, 80 Nariño Ave.
Wang Lee, 181 Nariño Avenue.
Wat Chong, 228 Bolivar Avenue.
Wing Chong, 105 Bolivar Avenue.
Wing Chong, 20 Santander Ave.
Wing Fung Chong, 89 Bolivar Ave.
Wing Hung Woo, 106 Paez Avenue.
Wing Yee, 115 Paez Avenue.
Wing Yuen, San Felipe St.
Wo Lee & Co., 240 Bolivar Ave.
Woo Hing Long, 114 Nariño Avenue.
Woo Sang, 16 Bolivar Ave.
Woo Sing, Arboleda Street.
Woo Sing Chong, 65 Bolivar Ave.
Woo Sue, J. Arosemena Street.
Yeck Loy Chang, 53 Front St.
Yee Chang & Co., 43 Front Street.
Yee Hing Cheong, 174 Bolivar Ave.
Yee Loy, 211 Nariño Avenue.
Yet Lee, 40 Bolivar Avenue.
Yet Loy, Bet. 52 Front and Colunge Streets.
Yhap, C. H., R. Arango Street.
Yock Hing, 99 Bolivar Ave.
Yock Ky, 60 Nariño Ave.
Yuen Kee, 83 Bolivar Avenue.
Yuen Tai, 48 Santander Ave.
Yuen Woo Chong, J. Arosemena St.
Yut San Woo, 181 Santander Ave.

CONFECTIONERIES.

(DULCERIAS.)

Lam Woo Kee, 84 Paez Ave.

EXPRESS COMPANIES.

Cuban-American Express Co., Kie Foo Yuen, Agent, 175 Nariño Ave.

LAUNDRIES.

(LAVANDERIAS.)

Chen Lee, 54 Paez Ave.
Hing Long, 163 Bolivar Ave.
Oin Chong, Arboleda St.
Sam Lee, 86 Bolivar Ave.
Wah Lee, 130 Bolivar Ave.

RESTAURANTS.

(RESTAURANTES.)

Tung Tai, Colunge St.

SILK AND CURIO STORES.

(SEDERIAS Y CURIOSIDADES)

Chenalloy & Co., S., 109 and 150 Paez Avenue.
Chew Hing, 121 Bolivar Ave.
Fung Woo Tai & Co., 106 Bolivar Ave.
Hip Yueng & Co., 120 Bolivar Ave.
Hop Shing American Trading Co., 12 Paez Ave.
Hop Sing & Co., 49 Front Street.
Kun Chong, 121 Paez Ave.

Lam Hing & Co., Front. near Arboleda Street.
Sun Lee Lung & Co., Corner Front and Colunge Streets.
Tung On Tai & Co., 23 Front St.
Tung Woo Tai, 105 Santander Ave.
Wai On Tseung Chan, 39 Front Street, and 105 Paez Ave.
Wo Hing Long 44 Front St.
Yuen Chong, 126 Paez Ave.

SODA WATER FACTORIES.
(SODERIAS.)

Kie Foo Yuen & Co., 175 Nariño Ave.
Lam Bros., 44 Bolivar Ave.
Wo Hing Long, 44 Front Street.

TAILORS.
(SASTRES.)

Wo Sing & Co., 75 Bolivar Ave.

Cuando se necesite cualesquiera clase de Drogas solicitenlas en la

POPULAR FARMACIA de PANAMA de M. ESPINOSA B.,

No. 103 CENTRAL AVENUE.

BUSINESS DIRECTORY

OF THE

CANAL ZONE.

POP. 1904: 10,200. POP. 1908: 62,374.

VALUE OF BUILDING OPERATIONS, BOTH OF GOVERNMENT AND PRIVATE CONSTRUCTION FROM JANUARY 1, 1905 TO JANUARY 1, 1908. (Est.):—$5,925,000 U. S. G.

Bas Obispo.

Bryant, Chas., saloon.
Chee Chung Hing, gen. mdse.
Curzel, Peter S., saloon.
Kwong Chong, gen. mdse.
Ramos, Carlos, fresh meats.
See Lee, saloon and gen. mdse.
See Chong, gen. mdse.
Sam Lee, laundry.

Bohio.

Fock Kee, gen. mdse.
Kwong Chang, gen. mdse.
Kwong Yueng, gen. mdse.
Wang Lee, gen. mdse. and saloon.
Yee Son, gen. mdse and saloon.

Culebra.

Abadi, Jacob, gents' furnishings.
Calvo, Alfredo Molina, druggist.
Casado, N. B., saloon.
Charles, Horatio, restaurant.
Charles, J. C., restaurant.
Chun Lee, gen. mdse. and liquors.
Clarke, Archibald, tailor.
Con Son Jan & Co., general merchandise.

THOMAS A. LEVY, THE TAILOR.
BAS OBISPO, CANAL ZONE. (Opposite Camp Elliott).
First Class Work.
Entire Satisfaction Given.

J. B. CLARKE, THE TAILOR.
EMPIRE, CANAL ZONE. (New Kingston).

MEN OF THE
T. C. C. P. B. B.
TRAVELERS AND TOURISTS
WHEN IN COLON ARE INVITED TO VISIT
The Gargoyle Cafe,
THE SWELLEST AND MOST UP-TO-DATE BAR
AND RESTAURANT ON THE ISTHMUS.
CHARLES E. STEVENS, PROP.
THREE DOORS FROM CRISTOBAL COMMISSARY.
No. 57 FRONT STREET, COLON, R. P.

Coombes, Alfred, billiards.
De la Parra, L. A., dentist.
Eliot, Carl, restaurant.
Ensenat, A., soda water factory.
Fulwood, R. J., shoemaker.
Garner, Theo., tailor.
Gordon, J. N., shoemaker.
Henriquez, H., tailor.
Herrera, Manuela, fruits.
Hip Wo & Co., general merchandise.
Hop Chong, gen. mdse. and liquors.
John Chong Wing & Co., gen. mdse.
Jones, R. A., barber.
Kuong Hing, gen. mdse.
Lam Sang Lung, gen. mdse. and liquors.
Minto, Agnes, sodas.
McEwer, Hubert, shoemaker.
McFarland and Coyne, saloon and club house.
McKenzie, J. N., tailor.
Panama R. R. News Agency, newsdealers.
Perez, Manuel restaurant.
Powell, Thomas, restaurant.
Reid, Wm., restaurant.
Richard, F. G., tailor.
Sam Hing Lung Yee Sen, gen. mdse.
Sang Woo Hop, gen. mdse.
Sing On Lung Kee & Co., gen. mdse.
Shung Fung, gen. mdse.
Smith, Fanny, sodas
Smith, R. G., barber.
Tai Hing, laundry.
Tapia, Antonio, restaurant.
Taylor, Rachael, restaurant.
Thomas, Elijah, restaurant.
Tong Chong Tai, gen. mdse.
Tong Kee & Co., gen. mdse.
Tong Woo, gen. mdse.
Tuck Lung & Co., general merchandise and liquors.
Viana, Felix, restaurant.
Wiltshire, E. A., tailor.
Wing Sang Lung, gen. mdse.
Wong Yow Kee, gen. mdse.
Yee Hop, general merchandise.

Empire.

Aaron, & Son, I., gents' furnishings.
Abdo & Kori, barbers.
Albion, Bartolome, restaurant.
Bascoin, J. A., restaurant and sodas.
Blackman, J. C., tailor.
Brewster, N. H., druggist.
Cantor, C. R., saloon.
Cavellier, Luis, saloon.
Clarke, J. B., tailor.
Clinton, J. L. M., restaurant.
Cong Cheong, gen. mdse.
Corcoran, J. R., shoe store.
Corinaldi, Mrs. R., midwife.
De la Guardia, Juan, gen. mdse.
Eduardo, H., Soft drinks.
Edward, J. C., tailor.
Ferguson, Jas., billiards
Fishbaugh, W. A., photographic studio.
Flynch, S. U., tailor.
Francis, R. D., shoe store.
Gandolfo, John, hotel.
Gandalfo & Raffo, restaurant.
Genarine, Coppia, hotel.
Grau & Bernadas, druggists.
Halled, C., restaurant.
Hallen, B., tailor.
Hillerman, P. P., attorney.
Hop Hing, gen. mdse.
Hop Sing, laundry
Hyatt, H. B, jeweler
Jimenez, Felix, restaurant.
Kee Woo, gen. mdse.
Kinkead, C. D., saloon and tailor shop.
Kong Chin Chang, gen. mdse.
Kong Sang Lung, gen. mdse.
Kong Yee Lung, gen. mdse.
Kuong Tai Lung, gen. mdse.
Laurence, W. A., jeweler.
Lawrence, Anatole, drinks.
Leen Hop, gen. mdse.
Leones, Manuel, soft drinks.
Lipman, J. H., tailor.
Londono, Jesus A., architect.
MacNaught & Co., S. W. Feres, Mgr. jewelers.
Mason, Mary, ice cream.
Menaszaz. Tomas, shoe store.
Mezel, Gustave, restaurant.
Morrison, A., tailor.
Morrison, W. G., tailor.
Müller, Oscar, gents' furnishings.
Panama Banking Company, Vicente de la Montaigne, Mgr.
P. R. R. News Agency newsdealers.
Pena, Francisco, sodas.
Quin Lee, gen. mdse.
Resky, Gio., barber.
Rhules, J. H., tailor.
Robert, Grant J., physician.
Rodriguez, Eliseo, barber.
Rome, A., prop. Pennsylvania Hotel, bar, billiards and bowling alleys.
Ross, Pedro, liquors and soft drinks.
Sandi, José, saloon.
San Sin Fay, gen. mdse.
Sew Sang, gen. mdse.
Show Fung gen. mdse.
Stanford, Dr. Arub, druggist.
Succari, Mohammed, gen. mdse., stores.
Sun Chon, general merchandise.
Tuck Woo Chong, gen. mdse.
Tuck Yu Chong, gen. mdse.
Vibert & Dixon, newsdealers.
Vincensini, Aquiles, saloon.
Ward, Wm., soft drinks.
Wing Chong Long, gen. mdse.
Wing We, soft drinks.
Wlong Sing Long, gen. mdse.
Wo Shing, gen. mdse.
Yee King Long, gen. mdse.
Yee Woo Chong, gen. mdse.
You Chin, restaurant.
Yueng Hing, gen. mdse.
Yun Sam, general merchandise.

Gatun.

Blathys, Geo., restaurant and cigar store.
Brady, R. S., saloon and restaurant.
Chambers, W. A., tailor (Jamaiquita).
Cohen, Jose, gen. mdse., (Jamaiquita).
Evans, T. A. Hubert, druggist.
Grandison, E. A., fresh meat dealer.
Hislop, R. A., druggist.

Importers of Fine Panama Hats Direct from Ecuador, Perú and Colombia.

MENASZAZ & COMPANY,

EMPIRE, CANAL ZONE.

Large and Complete Stock of General Merchandise and Shoes of All Kinds.

Kwong Chang Chong. groceries.
Kan San Loon. gen. mdse.
Panama Railroad News Agency, newsdealers.
Pelegrin, Dolores. groceries.
Po Sang Chong. general merchandise (Jamaiquita.)
Pow Hing Ling. general merchandise (Jamaiquita).
Sang Chong, gen. mdse.
Schuetz. J. B , saloon.
Sing Lee, gen. mdse. (Jamaiquita).
Thibou, W. E., groceries.
Wing Wo Tai. gen. mdse.
Wing Woo Tai. gen. mdse.
Yai Wo, provisions.
Yee Chon Chan. gen. mdse.
Yee Chong, gen. mdse.
Yee Sang Loon, gen. mdse.
Yuen Kee. gen. mdse. (Jamaiquita).
Yuen Lee, gen. mdse. (Jamaiquita).

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For Your Fine Wines, Liquors, Jamaica and Havana Cigars.

The REAL AMERICAN BAR With All Modern Improvements.

D. T. McLEAN, MANAGER.—GORGONA, CANAL ZONE.

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Manufacturers of High Grade Aerated Waters of All Kinds.

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Gorgona.

American Bakery.
American Restaurant, Agatha Bouguson, Prop.
Andrade. Antonio. distillery.
ANDRADE, GEORGE, Billiard Parlor, Bar and Hotel.
BECKFORD, RICHARD, Bakery.
Cadet. L,. fruits.
Callender, S. H., tailor.
Hay. Emelia, sodas.
HENRY, S. E., Tailor.
HERON, A. C., Tailor.
Hin Wo Tai, gen. mdse
Hotel California. J. Kovalsky, Prop.
Hoyte, J. A., tailor.
Johnson. J. H., tailor.
Jolly. G., aerated water manufacturer.
Kam Ling Tai. gen. mdse.
Kit Chong, gen. mdse.
Kui Kee, gen. mdse.
Kuong Yick Ling & Co.. gen. mdse.
Kwong Mow Lung, gen. mdse.
Lee Chong, gen. mdse.
Lee On Chang & Co., dry goods and notions.

"THE GEM" AERATED WATER FACTORY

G. JOLLY, Proprietor, Gorgona, Canal Zone.

First-class Bottled Sodas, Ginger Ale, Genuine Champagne Kola, Etc., Etc.

WRITE ME FOR PRICES.

When in Gorgona, and in need of a GOOD SQUARE MEAL, or a COMFORTABLE PLACE TO SLEEP, Go to the *HOTEL CALIFORNIA*. J. KOVALSKY, Prop.
Everything Modern and Up-To-Date. Prices Reasonable.

Lewis, A., sodas.
Maduro, jr., I. L., saloon and billiard parlor.
McCALLA, CECIL, General Merchandise.
McLean, O. G., aerated water manufacturer.
McLEOD, S. A., Tailor.
Merchant, Roderick, restauraut.
Mitchell, H. G., tailor.
OGILVIE, D. W., Physician and Druggist.
Panama Banking Co.,
Paredes, Amelia de, ice cream & sodas.
Pandelatos, Nicolas, barber.
Po Wah Chong, gen. mdse.
Protestant Episcopal Church, Rev. Taylor, Catechist.
Rogers, Jean, sodas.
Roman Catholic Church.
Sing Sang Chong, gen. mdse.
SMITH, ROBERT C., Tailor.
STIBEL, JULIUS, Refreshment Saloon.
Teck Lee, groceries.
Tong Chang, general merchandise.
Tong Chong, general merchandise.
Tong Fat Chong, general merchandise.
Tong Hing, general merchandise.
Tuck Sang, general merchandise.
Vibert & Dixon, newsdealers.
Wilson, E., tailor.
Wing Chong, general merchandise.
Wing Sang, gen. merchandise.

Las Cascadas.

Briones, Segundo, sodas and cigars.
Bryant, Chas., saloon.
Combes, E., restaurant.
Foo Lee Yuen, gen mdse.
Foo Yuen, gen. mdse.
Gonzalez, Luis, grocery.
Hing Chong Jan & Co., gen. mdse.
Lai Woo, saloon and gen. mdse.
Levy, Thos. A., tailor.
Man Sang, gen. mdse
McCartney, Harry, shoe store.
Parra, Salustrino, sodas and cigars.
Ramsey, A. N., tailor.
Riva, Avelino de la, jeweler.
San Yit Wo, gen. mdse.
Shee Tai, gen. mdse.
Siddon, Ralph, tailor.
Sing Yick Chong, Alto Obispo, general merchandise.
Sung Yick, Alto Obispo, gen. mdse.
Tang Sang Chong, gen. mdse.
Tejeira Francisco, Alto Obispo, restaurant.
Tong Lay, gen. mdse.
Wing Hing Lee & Co., gen. mdse.
Wing Sang Tai, gen mdse.
Yee Hing, gen. mdse.
Yee San Woo Alto Obispo, gen. mdse.

Matachin.

Abdo, Salomon, gen. mdse.
Achung, Jose, gen. mdse.
Bryce, Jas. W., tailor.
Centeno, Agapito, groceries and fresh meats.
Cowell, Edward, tailor.
De la Puerta, Jose, saloon.
Hardy, Mark, bakery.
Harriot, Samuel, tailor.
Hip Sing Tai, gen. mdse.
Inniss, H. O., tailor.
Man Lee Chin, gen. mdse.
McLeod, A. C., tailor.
Palma, Jose, gen. mdse.
Palma & Co., Jose, saloon.
Pastor, Julio, groceries.
Russell, S. W., tailor.
Salomon, Richard, sodas, etc.
Sang Lee, gen. mdse.
Smith, C. C., sodas.
Tai Long Apo, groceries.
Tong Lee, gen. mdse.
Wong, Jose, gen. mdse.
Yet Woo, gen. mdse.

Paraiso.

Paraiso Springs Carbonating Works. W. N. Seitz, Proprietor.

A. C. McLEOD, TAILOR.
MATACHIN, CANAL ZONE.

Pedro Miguel.

Lee On & Co., gen. mdse.
On Tai & Co., gen. mdse.
Panama Railroad News Agency, newsdealers.

San Pablo.

Arosemena, Ida, restaurant, sodas, etc.
Fook King Saion, gen. mdse.
Frazer, J. R., restaurant, sodas, etc.
Grai, G. W., groceries,
John Tock, gen. mdse.
Lee Chong Wing, gen. mdse
Man Hing Long & Co., gen. mdse.
Mathuring, Luis, groceries.
Sing Lee Foo, gen. mdse.
Tai Woo & Co., gen. mdse.
Tuck Chong Wo, gen. mdse.
Wing Kee, gen. mdse.

Tabernilla.

Fook Sing, gen. mdse.
Hing Lee, gen. mdse.
Kwong Foo Yuen, saloon and gen. mdse
Lam Hing Lung & Co., saloon and gen. mdse.
Lee Fun Yueng, gen. mdse.
Moro, Jose, groceries.
Palmer, James, gen. mdse,
Pow Yee Chong, gen. mdse.
Romaien, Gotte, barber.
Sing Fat, gen. mdse.
Tai Fau, bakery and gen. mdse.
Wing Chong, gen. mdse.
Wing Hing Tai, gen. mdse.
Wing Hop, gen. mdse.

CAMP ELLIOTT.

Ever since the occupancy of the Canal Zone, the United States Government has maintained more or less of a military force on its Isthmian territory, consisting of U. S. Marines. In 1903, there were 1400 men and officers of the Marine Corps on duty in the Zone. These were under the command of Brigadier General Elliott, from whom the present camp gets its name. Since 1904, there has been one battalion continuously on duty, with the exception of the middle of 1906 when the force was increased to two battalions. Only on two occasions, have the services of the Marines been called into requisition: once in November, 1904, when an attempt was made against the administration of President Amador, and again in 1906 during the Panama elections. Even on these two occasions the Marines took no active part, but were en-

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Camp Elliott.

U.S. Marines drilling at Camp Elliott, Canal Zone, Panama.

Pictorial-American & P.R.R. News Agency & Advertising Bureau (A. Blackwell)

camped in close proximity to the city of Panama to be ready in case events took a serious turn.

The force on duty at the present time consists of one battalion of two companies, under the command of Major J. H. Russell. Each company has 125 men, war strength, while one company has three officers, and the other two. Besides the Commandant, the following officers were on duty in February 1908:

Second Lieut., C. B. Matthison, Adjutant.
Capt. W. G. Burton, Quartermaster
P. A. Surgeon H. O. Sliffert, Medical Officer.
Capt. J. F. McGill, commanding Co. "A."
First Lieut. G. M. Kincade, on duty with Co. "O."
Capt Geo. Van Orden, commanding Co. "B."
First Lieut. John Newton, on duty with Co. "B."
First Lieut. H. H. Kipp, on duty with Co. "B"

The camp is located on an elevated site close to the Panama Railroad, and but a short distance from the Canal Zone town of Bas Obispo.

ADDENDA.

COST OF CANAL.--Secretary Taft before the Congressional committee in January, 1908, gave as his opinion that the ultimate cost of the canal to the United States government, including the original purchase price, would approximate $300,000,000, and that it would take six more years to complete. This has been the Secretary's estimate all along, for on December 6, 1904, speaking before the public in Cathedral Plaza, Panama, he said:

"My government does not covet one cent of Panama's money, or one acre of her land, **but in the face of a probable outlay of $300,000,000,** it is absolutely essential that a thorough and close understanding be maintained between the two governments."

WIDENING CANAL LOCKS.—On page 307 of the Guide and Pilot reference is made to the proposed widening of the canal locks. The decision to extend the width to 110 feet was formally approved by the President on January 15, 1908. The additional cost involved is estimated at $5,000,000.

RECORDS BROKEN.—All records of rock and earth excavation were broken during the months of December, 1907, and January, 1908. This refers to both French and American canal times. The record for December was 2,200,539 cubic yards, and for January, 2,712,568 cubic yards.

DRY DOCK, CRISTOBAL.—In mentioning dock facilities on Page 157 of the Pilot and Guide, reference to the splendid new dry dock was inadvertently omitted. This dock will admit vessels not exceeding 298 feet in length, 50 feet in width, and of a 15 foot draft.

RAILROAD CHARGE TO COMMISSION.—On Page 154 of the Pilot and Guide, mention is made that the employes transportation charge of the Panama Railroad against the Commission is reported to be $5,000 monthly. This amount should read $13,000 monthly.

ISTHMIAN ENGINEERS' ASSOCIATION.—Under the head of Secret Societies on Page 467 the "Brotherhood of Locomotive Engineers" is included. This should read "Isthmian Locomotive Engineers' Association." The president is L. B. Swearingen, Cristobal; vice-president, E. R. Thompson, Las Cascadas; secretary and treasurer, J. G. Craig, Las Cascadas.

HOME OF GOV. MELENDEZ.—In the Tourists' Department on Page 439, the home of Gov. Porfirio Melendez, of Colon, is stated asat Mindi. This should be Bohio.

DIPLOMATIC CORPS.—On Page 380, in a sketch of Consul General Shanklin, it is stated that he graduated from the law department of Washington University, St. Louis, in 1899. The date should have read 1889.

"STAR & HERALD" BUILDING, WHERE THE PAPER WAS FIRST PUBLISHED.

HISTORICAL.

FOUNDED in 1849 by John Powers, and published as the "Panama Herald" In the same year Lewis A. Middleton founded and edited the "Panama Star". In 1853, John Powers sold out his interest in the Herald to J. K. Middleton and A. B. Boyd, who united the two papers under the name of the "Star & Herald". From 1872 until 1883, the Spanish editor of the paper was J. Luciano Duque. The latter died in 1884. In 1893, Mr. J. Gabriel Duque, the present director of The Star & Herald Company, became interested on the paper. From the start the paper has been published in two languages—English and Spanish—while during the French canal times, a French section was added, making it a cosmopolitan journal in very truth. The "Star & Herald" is widely known, and has one of the best equipped plants in this part of Latin-America. The Star & Herald Company is incorporated in the State of West Virginia, U. S. A. The above illustration shows the building in which the paper has been published since 1853.